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日一十月五年元統宣

HONGKONG, MONDAY, JUNE 28TH, 1909.

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11.30 s.m. to 12.45 p.m. ... Every 15 minutes.

12.45 p.m. to 1.15 p.m. ... Every 10 minutes.

1.15 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 10 minutes.

2.15 p.m. to 3.00 p.m. ... Every 15 minutes. 3.30 p.m. to 5.00 p.m... Every 15 minutes. 5.00 p.m. to 8.00 p.m. Every 10 minutes. MIGHT CARS. 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.

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STNDAY	8.
8.00 a.m. to 900 a.m	
9.00 a.m. to 930 a.m	.Every 30 minutes.
9.30 a.m. to 10.30 a.m	Every 15 minutes.
10.00 a.m. to 11.00 a.m	
11.45 a.m. to 12.00 Noon	
12.00 Noon to 1.00 p.m	Every 10 minutes.
1.00 p.m. to 5.00 p.m	Every 15 minutes.
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Ar. Lv. Ar.	—Changch	(Russian Train	6.55	a.m. p.w.	Monday	ov editesday.	55 turusy
	, m,	Connecting at	t Harbin <b>v</b>	rith {	State Express for Moscow.	Wagon-Lita for Moscow.	State Express for St. Pet'g.
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Connecting at Harbin with {	State Express from St. Pet'g.	State Express from Moscow.	Wagon Lite from Moscow
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Swatow, 1st April 1909

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good faith. All letters for publication should be written on one side of paper only. No anonymously signed communications that

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HONGKONG OFFICE: 10A, DES VŒUX ROAD C LONDON OFFICE: 131, FLEET STREET. EC | worth her while to do.

Hongkong, June 28th 1909.

In the course of an article dealing with the question of the loan for the construction of the Canton-Hankow Railway, which appeared in the London Morning Post, the writer after referring to the decline of British influence at Peking observes that "it appears that there is a strange disposition on the part of the Chinese to regard with suspicion the several Powers who have pledged themselves to respect the independence and integrity of the Empire. Germany is not one of these Powers, and it would be only natural for her to profit by the apprehensions of the Chinese and to seek to gain advantages by expressions of sympathy and offers of assistance." It may be doubted whether the Chinese really feel so much suspicion with respect to the Powers who have guaranteed her integrity as is assumed, but it can be easily understood that she may be disposed to let them think that she does not implicitly rely upon them, as otherwise it would be, from a Chinese point of view, too much of an admission of dependence upon them. However this may be, there is a very simple explanation of the action of the Chinese authorities, if we bear in mind the course which China has so often before adopted in similar circum-Her policy has always been to the particular foreign nation who at a given moment happened to appear the strongest: In the early days of our diplomatic relations with China, other foreign nations were skilfully pitted against Great Britain, which was thought by the

Chinese (erroneously as events have proved) to have ideas of territorial acquisition in China. No such designs were really entertained by Great Britain, where represe statives and statesmen were well aware of the serious responsibilities which any such step must entail. But it was not unnatural that the Chinese should imagine such designs existed after the war; and Great Britain being looked upon as a Power to be feared, was treated with more consideration than any other. Later when in conjunction with the United States Great Britain had made it clear that she favoured the policy of maintaining China's integrity, Russia appeared likely to be menace to China, and forthwith that country was listened to more than any other Power, and was encouraged rather than checked in a policy of aggression until this was worked very ingeniously so as menace Japan as well as China, and Russia and Japan were thus left to fight out the question of China's independence between them. This was indeed the avowed design of LI HUNG-CHANG, who had more to do with the foreign policy of China than any other official and who, it was discovered after his death, by a letter he had written on the subject, looked very calmly on the struggle between these two nations. He Hollington, Sussex, was married at the beginshrewdly estimated that whatever the result, it would be to the benefit of China. Japan were worsted, a dangerous and tradi- Highlanders, third son of the late Col. James tional rival would be checked, and would be Buchanan Kirk, of the 91st Highlanders. made more likely in the future to work in Canon Duckworth, C. V. O., Chaplain-in-Ordiwith China; on the other hand, if, as the event proved, Russia came off worst, an end would be put for some time at least to the

against which the Chinese had for years been temporising. It is more than probable that these accepted tactics are just those which are being acted upon at the present time, and that any leaning which Chins may show towards Germany may be easily accounted They carried silver baskets of red roses. Mr. for on the very simple ground that knowing A. R. Sprot, of the bridegroom's regiment, was what is going on as to the augmentation of the German Navy, China deems it well to be on good terms with a nation whose power abroad is so much on the increase. In this she is not to be blamed, so long as she keeps good faith with other nations: but it would be a great assumption to conclude that on this account China is at all likely to make any substantial political concessions to Germany. The Chinese Government may very possibly consider that German influence will be of use to counteract any strong action on the part of Japan, or any other nation with whom China might be brought into opposition, and may find it conve to conciliate a Power which may be a useful champion; but there is not sufficient reason to assume that these have already appeared in other papers will be advances have any more serious bearing, as seems to be suggested by the writer in our London contemporary. It is not likely that Germany would under any circumstance identify herself with China further then exchanging courtesies and giving advice, or that China would in reality make

aggressive designs on the part of that Power.

Finally, we cannot endorse the statement that Germany is not pledged to respect the independence and integrity of China. On the contrary, Great Britain and Germany were the first among the Powers to pledge themselves in this direction. By the Anglo-German Agreement of 1900, both Governments agreed not to "make use of the present complication to obtain for themselves any territorial advantages in Chinese dominions, and will direct their policy towards maintaining undiminished the territorial condition of the Chinese Empire." This was, in fact, the first Agreement made of this nature, and its final clause was an undertaking to communicate the Agreement to the other Powers interested and "especially to Austria-Hungary, France, Italy, Japan, Russia and the United States of America and [to] invite them to accept the principles recorded in it." So far then from Germany not being one of the Powers pledged to respect the independence and integrity of China, she shares with Great Britain the distinction of being the first to give the pledge.

any concessions to her that would make it

Capt. P. S. Saward, Royal Garrison Artillery Instructor of Gunnery, Dover, has been appointed for duty with the Legation Guard at

The International Skating Rink, Limited, at Shanghai has been successfully floated. The Directors will proceed to allotment and will give the necessary notice to shareholders in due

The total revenue collected by the Harbour Department during the year was \$357,768.52, as against \$348,300.10 in the previous year, showing an increase of \$9,468.42. There was a decrease of \$413.32 on light dues, and \$4,638.11 in fees of court and office, but licences and internal revenue showed the substantial increase of \$14,471.65, while there was an increase of \$48.20 on miscellaneous receipts.

A meeting to make arrangements for the TELEGRAMS. visit of Dr. J. Wilbur Chapman, Mr. Alexander and party, is called for this afternoon at the Y.M.C.A. Rooms.

At the forthcoming annual meeting of the Shanghai Dock and Engineering Co., Ld., the Directors will recommend a final dividend of Tls. 2½ per share, making Tls. 5 per share for the year ended April 30 last.

The name of Mr. J. A. Churchill has been added to the register of medical and surgical practitioners qualified to practise in the Colony, while Mr. G. Harper, of Messrs. A. S. Watson and Co., has been registered as a qualified chemist and druggist.

His Excellency the Governor has given his assent, in the name and on behalf of His Majesty the King, to the following Ordinances passed by the Legislative Council :- Ordinance No. 13 of 1909.—An Ordinance to amend The Prison Ordinance 1899; Ordinance No. 14 of 1909.-An Ordinance to amend The Tramways Ordinance 1383; Ordinance No. 15 of 1909 .-- Am Ordinance to transfer to certain Officers of the Public Service certain duties at present performed by other Officers; Ordinance No. 16 of 1909 .- In Ordinance to amend The Prepared Opium Ordinance 1891.

Miss May MacEwen, the second daughter of Mr. and Mrs. A. P. MacEwen, formerly of Hongkong, and now residing at The Grove. ming of the present month at Christ Church, St. Leonards-on-Sen, to Capt. Henry Buchanan. Kirk, of the 1st Battalion Argyll and Sutherland nary to the King, and the Rev. B. Mcultrie, rector of Christ Church, officiated. The bride. who was given away by her father, wore a while satin Imperatrice, gown, draped with Brussels lace, and a court train. The bridesmaids were Miss A. MacEwen, sister of the bride. dressed in white satin and carrying a bouquet St. Michael and St. George. of red roses, and five small chidren-Miss Hope Kirk, niece of the bridegrooom, and the Lisses Madge, Violet, Cecily, and Edmee Ritchie. The little girls were white muslin dresses, trimmed with white ribbon and silver, and white hats. best man, and both he and Capt. Kirk were in uniform. The wedding was a very pretty one; red roses predominating. A reception, which was largely attended, was afterwards held at The Grove, and later in the afternoon Capt. Kirk and his bride left to spend their honeymoon among the English Lakes.

### A FREAK OF NATURE.

An abnormality was taken to the Tungwah. Hospital on Saturday, in the shape of a newly; born infant with two heads. The heads were joined together on one body, but each head had mouth, nose and a pair of eyes. There was only one pair of ears, however, one being on the side of each head. The child, which was given birth to by a Chinese mother,

## COMMERCIAL INTELLIGENCE.

Dealing with the subject of commercial intelligence in his annual report Commander Basil Taylor, R. N., Harbour Master, writes as under:-

Fifty-three letters were received during the | cheers. year from firms, principally in Great Britain, requesting information upon various points connected with their respective businesses, asking to be placed in communication with local firms, or submitting samples or price lists. The replies to the several queries have been as full as the information, &c., at my disposal permitted and wherever necessary, the name of the firm concerned, and the particular branch of trade indicated, have been published from time to time in the Government Gazette.

It is greatly to be regretted that no replies to or queries upon these publications in the Government Gazette have ever been received by me from local firms or individuals. Most of my correspondents send catalogues and price lists, and, in many cases, samples of their goods. These catalogues and price lists cannot of course, be published, but are open to inspection at any time during office hours by interested

It may be that the publication of the names of the firms in correspondence with me has been productive of direct communication between the local and home firms, but of this I have no knowledge.

## THE FIRE AT WEST POINT.

The fire which broke out on Friday evening in one of the godowns of the Fuk On Insurance Company in Des Voeux Road kept the firemen, under Chief Inspector Baker and Superintendent Lane, hard at work for some five hours before they succeeded in mastering the outbreak. Mr. McCubbin, manager of the Gas Co., and a number of his men were the first to render assistance, appearing on the scene with a hose belonging to the Gas Co. and doing good work before the arrival of the Fire Brigade.

The godown, which was stored with general goods, was practically gutted. The value of the goods destroyed is placed at \$65,000, while the damage done by fire and water is estimated at \$45,000. The insurance on the goods, in the one alongside of it, amounted to \$73,000, but on a large quantity there was no insurance.

How to be Beautiful-Keep your complexion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Poudro Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents'

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PRUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."

BRITISH NORTH BORNEO.

LICENSING THE OPIUM DENS.

London, June 26th.

Col. Seely, Under Secretary of State the Colonies, replying to M Austin Taylor, M.P., said he had no cognizance that the Government of British North Borneo were asking for tenders for farming out the opium dens and gambling houses. Certainly His Majesty's Government had not sanctioned anything of the kind. was difficult to decide how far the Imperial Government had power prevent such licensing in British North Borneo.

### THE BIRTHDAY HONOURS.

London, June 26th. The following are also included in

the list of His Majesty's Birthday Honours:--Mr. R. Paget, lately British Minister

and Consul-General at Siam, is made Knight Commander of the Order of The Very Rev. Dr Adler, Chief

Rabbi of the United Hebrew Congregations of the British Empire, is made Knight Commander of t Victorian Order.

Consul-General at Tientsin, is awarded the Imperial Service Order.

# IMPERIAL PRESS CONFERENCE.

CABLE RATES TO BE REDUCED.

London, June 26th.

The Imperial Conference has resumed its sittings, and the Chairman has been able to announce that the Pacific Cable Co. has agreed to reduce its Press rate for messages from Vancouver to Australia and New Zealand by one-half, provided the Governments of the latter countries are prepared to grant concessions on their part. The announcement was received

## POLITICAL SITUATION IN GERMANY.

London, June 26th.

The Reichstag has adopted taxes on tea and coffee (60) marks per Saturday afternoon on the former club's green, 100 kilos on raw coffee, 80 marks on roasted and ground coffee and 100 marks on tea).

Prince Buelow has gone to Kiel to report to the Kaiser on the political

An inspired statement declares that the Chancellor will not resign or dissolve the Reichstag, but will pursue a waiting policy.

The "Koelnische Zeitung" describes the situation as shameful and humiliating to the Empire.

The Press generally demands an appeal to the nation against a Conservative-Centre dictatorship.

### LORD CHARLES BERESFORD ON-THE NAVAL POSITION.

LONDON, June 27th...

At the final meeting of the Imperial Press Conference Lord Charles Beres. ford declared that the gravity which had dominated the speeches of statesgodown in which the fire broke out, and in the men at the Conference was due to the knowledge that the nation was unprepared. The Colonial offers of here on the 5th prox. Dreadnoughts" amounted to the severest condemnation of the Imperial Government's failure to provide for contingencies.

#### THE HONGKONG UNIVERSITY PROJECT.

We are officialy informed that Mr. Mody has consented to keep his offer (of providing the buildings for the University) open till the end of the year.

He did so in a confidential communication to The Governor some time ago, but desired that it should not be made known until the six months (ending June 30th.) was on the point of completion, in order that the collection of the funds for endowment should be stimulated.

The greater part of the amount required has now been promised, but it is necessary, on the one hand, that the promised donations should be actually paid in to the Treasurer and, on the other hand, it must be remembered that the sum named (£100,000 Endowment and £10,000 for Equipment) was the minimum amount estimated to start a University of two or perhaps three chairs only. When that minimum had been realised it would justify Mr. Mody in undertaking the buildings and Government in giving the site and accepting the gift from Mr. Mody.

But to make the University really efficient and to establish [Chairs in other subjects, a larger endowment will be required in order that more Professors may be appointed, and it is hoped that a fully adequate sum will be raised to make the University thoroughly efficient. It is stated in The Lancet, referring to

iversity, that the minimum amount qualifying railway contractor for a very large sum of for a Charter is £250,000. Enquiry is being | money. made regarding the truth of this statement. If it should be true and should apply equally to the Hongkong University, it is clear that a considerable sum remains to be raised before a Charter can be applied for.

Assuming the present minimum endowment and equipment fund to be raised, and putting the value of the site and buildings at £50,000. the total stands at £160,00).

EMIGRATION AND IMMIGRATION.

Commander Basil R. H. Taylor, R.N., Harbour Master, supplies the following interesting particulars regarding emigration and immigration in his annual report for 1908:-

: Seventy-one thousand and eighty-one (71,081) emigrants left Hongkong for various places during the year; of these, 53,118 were carried in British ships and 17,963 in Foreign ships These figures show a great falling off (from Mr. L. C. Hopkins, lately British 105,967) of 34,886 Emigrants, or 32.9 per cent. compared with those for 1907.

> It is difficult to account for this large decrease, but it was probably partly due to the general depression in trade which restricted the demand for labour and partly to the quarantine restrictions placed upon vessels from the Colony to other ports. The anti-Chinese feeling in certain parts of the world culminating in legislation against Asiatics no doubt also had deterrent effect upon emigratios. But the chief orders to have the culprite arrested and also put causes undoubtedly were :-

(1.) The cessation of Assisted Emigration to Banks and Billiton. This branch of the business was commenced only in 1907, and served to largely swell the figures for that year. The demand for labour in those islands was not very large, and all the plantations there were fully manned before the beginning of 1908. (2) The floods in Canton and up the West

River checked recruiting during the first months of the year. (3) There was a considerable demand for labour on the several railways under construction in China, which restricted the

recruiting area. 157,809 returning emigrants were reported as having been brought to Hongkong from the several places to which they had emigrated,. either from this Colony or from Coast Ports as against 145,822 in 1908. This includes 106 returning from South Africa. Of the total number 116,094 arrived in British ships and 41,715 in Foreign ships.

## LAWN BOWLS.

A match between Cosmoplitan Dock, who were assisted by players drawn from Taikoo and Kowloon Clubs, and the Police took place on and resulted in a win for the home team who were up on each of three rinks. Scores:---COSM POLITAN. POLICE.

Angus	Sim
Nevis, Jr.	Langley
Macdonald	Cooper
Nevis, Sr.	Fonton
(skip) 24	(skip) 16
A. Nevis	Gerrard
Ford	Gordon
Petrie	Gourlay
Rameay	Pitt
(skip) 22	(skip) 21
Russell	Ogg
McGlashan	Hansen
Muir'	Stewart
Nioholson	Robertson
	(skip) 15
(skip) 27	Torriby
m-4-1 77	Total52
Total73	Total52

A JAPANESE POLAR EXPEDITION.

Otomatsu, said to be a well-known explorer in attributed to me which I never thought of the South Sea Islands, who has been recuperat- uttering; ing at his home in Fukuoka, left Moji by the N.Y.K. Sado Maru for further adventures in the Marquis Katsura, that I disclaimed resthe Celebes and New Guinea. He will then ponsibility for certain messages sent to The proceed to Albany, West Australia, whence he will start in search of the South Pole.

# LATEST STEAMER MOVEMENTS.

The N.Y.K. str. Takasaki Maru (Bombay Line) left Moji for this port on the 23rd inst., and is expected here to-day. The C. & M. str. Zafiro left Manila on the

26th inst., and is due here to-day at 6 p.m. The I.G.M. str. Prinz Regent Luitpold left Shanghai via Foochow on the 27th instant at 1 a.m., and may be expected here on or about the 30th instant at 6 p.m. The N.Y.K. str. Bingo Maru (European

Line) left Kobe for this port via Moji and Shanghai on the 26th inst., and is expected The N.Y.K. str. Bombay Maru (Bombay Line) left Bombay for this port via Taticorin on the 24th instant, and is expected here on the

The C.P.R. str. Empress of India left Vancouver a.m. on Thursday, the 24th instant, for Hongkong via the usual ports of call.

### CANTON.

(FROM OUR CORRESPONDENT.)

APPLICATION FOR EXECUTION OF BLEVEN CONVICTS WHO WERE RECAPTURED The inquiry into the circumstances which led

to the escape of prisoners in the Shun Tak Prison was closed yesterday. A full report of the investigation has been forwarded to His Excellency Vicercy lang by Shun Shui Chung, acting magistrate of Shun Tak. The report states that forty prisoners recaptured and according to the law they should all be decapitated. Twentynine of them have been convicted for minor offences and did not take part in the conspiracy but were induced to escape by the ringleaders. Under these circumstances the Magistrate has recommended them for exemption from capital punishment. The Magistrate applied to His Excellency the Viceroy for permission to execute the remaining 11 prisoners who actually took part in the conspiracy.

A VISITING CONSUL-GENERAL. Comm. Z. Volpicelli, Italian Consul-General for Kwangtung, Kwangsi and Fokien

Provinces, has been here for some time, From inquires made, I learn that he has been very busy over a case in which an Italian subject the establishment of the new Bristol Un. named Fogliano was swindled by a Chinese

THE CANTON-HANKOW RAILWAY. It is reported that the Board of Posts and Communications has sent a telegram to the Canton-Hankow Railway Company stating that the necessary funds for the construction of the Hupeh and Hunan sections of the Canton-Hankow Railway have been raised and the loan contract executed. The cablegram arges the Company to hasten the construction of their section of the line and states that if there should be any further delay the Central Government will take over the concern and itself construct the

MURDER OF A FOREIGNER.

Recently, a most preposterous rumour was spread by the people in the district of Tsang Sheng that some foreigners have arrived in the district to extract the souls of children. On the 15th inst. a boy was found missing in the Ma Cha village, which is inhabited by a large clan all bearing the same surname. A foreigner happened to pass through the village on that day. The villagers on seeing the foreigner said he was the person who stole the child to extract his soul, whereupon a large crowd pounced upon the foreigner and beat him to death. trange to say, the Tsang Sheng magistrate did not go to the village to hold the post-mortem examination until the 19th inst. He was satisfied that the foreigner was murdered. He then gave pressure on the gentry of the village to deliver up the murderers. The villagers vigorously protested against the measures taken by the magistrate. Gradually, large crowds started to collect round the magistrate and his retinue and a riot engued, when the magistrate and his men had to make a retreat for safety. A few days afterwarden villager was arrested for taking part in the murder. It appears that the clan were descendants of two brothers, and the offspring of one branch had always disagreed with the other. The man arrested is a descendant of the elder brother's branch. It is said that after he was arrested he made a statement giving names of numerous persons (descendants of the younger brother) who took part in the murder, and said that the descendants of the eldest branch did not take part in the dastardly deed at all. This resulted in a clash between the two branches and a desperate clan fight ensued. The battle lasted several days and nights, the reports of cannon and guns were heard mites away and hundreds of people were killed on both sides. The disturbance was finally quelled by the arrival of a large body of soldiers. The reports do not indicate the nationality of the murdered foreigner. Teang Sheng is a district quite close to Canton.

DR. MORRISON AND THE JAPANESE PRESS.

Dr. Morrison, the Times, correspondent, at Peking, writes to the North-China Daily Neton the following letter:-. I ask leave to correct some of the misstatements regarding me which have been published.

by a certain section of the Japanese Press on the occasion of my recent visit to Japan. Delay in writing is due to my having neglected to read the papers while on my journey. It is only since I returned to Peking that I have realized. the extent of the misrepresentation to which I have been subjected. Interviews have been published with me

According to the Asahi, Mr. Kodama which are fictitious. Statements have been .

I am represented to have assured the Premier. Times from Peking regarding the Fakumen Railway and Japanese policy in Manchuria. The story is an invention. I disclaimed and disclaim no such responsibility.

It is true that on January 26 I left Peking to be present in Shanghai during the sitting of the Opium Commission, and that I was absent until March 6: it is true that in my absence two messages were sent to The Times from Peking. The longer and more important of these messages made no reference to the Fakumen Railway: the other which dealt with Russian action in Manchuria contained an allusion to the steady refusal of Japan to permit China to extend her own railway system for the development of the rich regions of Mongolia and Manchuria, west of the Liao River." Both these messages were statements of fact, they were sent by my friend and colleague, and I accept full responsibility for them.

I had the privilege of an interview with Count Okuma, and I found him, as on previous occasions, one of the most courtly and sympathetic of men. The story of his lecturing me upon

my ignorance is a fabrication.

The cause célebre is practically concluded. The case which has occupied the time of our two judges for nine days, which has filled more columns in the newspapers than any recent happening, and which has provided abundant food for gossip, is almost at an end-only the decision to be given. Whatever happens, we can't get away from the feeling of regret that it should have been brought into court and given the publicity that it has. The effect is unfortunate from the point of view of the white population.

The words "white population" bring to mind the ever present difficulty of employing terms and names which will describe the non-Chinese who, for better or worse, have made their home in the East and have assisted to develop trade in this part of the world. The members of the Legislative Council wrestled with the problem on Thursday, but, after a short bout, they had to admit themselves beaten and fall back on a word which is neither descriptive | to have no special significance, but to be entirely nor comprehensive, but which has the sanction | due to the cheap freights ruling, and to the of "olo custom."

I don't know that I can assist towards a solution of the difficulty, but I may be permitted to comment on some of the suggestions made at the meeting. Obviously the word "European" is not the best to describe what is intended. "Occidental" is perhaps more comprehensive and therefore more correct, but it does not come so trippingly off the tongue, though I can imagine it would not apply to Australians, New Zealanders or South Africans. Sir Henry Berkeley sought to justify the word "European," even when applied to Americans, by stating that the Americans came from Europe, but Sir Henry forgets the large proportion of the population of that large country who came from a different continent entirely. To describe them as European would be absurd. It has always seemed to me that to apply the word "European" where an American is concerned is practically as insulting as to refer to a Scotsman as an Englishman.

It is all very well to talk of descent, to say that children born here of European parents are not Chinese, but that cannot hold good for centuries. If that were so some of us from Britain might still have to describe ourselves as Angles, Jutes, Danes, Norseman, Normans, or Britons (the ancient type), because according to the theory enunciated, race China other than Canton, and the maor nationality persists for quite a long jority of that so imported last year came time. But history does not bear this out. The grandfather of Robert the Bruce was a Norman baron, but who would dare to suggest that Scotia's here was other than a Scotsman P. More | Chinese ports which usually draw their supplies modern is the case of the House of Hanover-George the First of Britain was a German. So was his son. Not so George the Third. It was his proud boast when he opened his first Parliament that he was born a Briton. While I am prepared to admit that children born in Hongkong of European parents are European. I don't know how far it would be true to say that their children's children are entitled to be known as European.

In this connection I quote the following story from a home paper : Miss Haldane (sister of the Secretary for War) mentioned at the meeting of the Liberal Social Council\_that she had been doing Ler best of late to entertain some German visitors. In the case of one gentleman whom she addressed in her best German she was rather surprised to find he was not of the nationality she had imagined, for turning to her, he said, " I am a Scotchman, and my name's Thomson.

Typhoon talk and typhoon preparations descended on us rather early this year. It is remarkable that the signals should have been hoisted in the merry month of June, but fortunately the dread visitor did not come our way. Reminiscences of September, 1906, were on tap

Tired of waiting for supplies from India, the Sanitary Department have started breeding their own cats. I have much pleasure in congratulating the Sanitary Board office cat which. I am informed, used to make itself at home on the journalistic bench, on giving birth triplets. I am also pleased to be able to state that mother and little ones are doing well. It is to be hoped that no energetic member of the Board will ask any awkward questions, such as: Has the increase on the cat staff been authorised? so, by whom? Has the Government given authority to the cat without first consulting the Board? Are they (the cat and catlets) washed regularly by or with "Jeyes."? Have the expenses that will accrue been -provided for in next year's estimates? If, in view of the proposed scheme of retrenchment, the Board recommend that the cat be reprimanded for being the cause of extra expense at a time when economy is being | Chinese decimal system. preached from every departmental pulpit? Are the Board to be allowed the privilege of exhibiting the family at the forthcoming show, and if so are they all entitled to a share of the Government in 1901, when solid old firms went prize? The office boy suggests razzle-dazzle or poker dice for the lot.

The furore occasioned at home over the alleged preferential treatment accorded a French dressmaker by the wife of the Prime Minister, reminds me that there is a pushful person from La belle France who is attempting business in quite a new direction in Hongkong. The lady carries a lot of lace—for sale, not merely for show and on obtaining the entrée to a house she not only fascinates the lady of the house with her display but throws a spell on her, as it were, by the names of those in la haute societé with which she conjures. Of course, they have all bought elaborate costumes at fancy prices. Sometimes it works, and sometimes i doesn't. Hougkongites have already tumbled to her little ruse, and I have no doubt that madame will try pastures new when she realises ordinary shares was paid in January, and the

RODERICK RANDOM.

THE TRADE OF HONGKONG:

The Harbour Master, Commander Basil Taylor, R.N., in his annual report for the year 1908, writes as follows :-- Hongkong being a free port there are no reliable statistics of other Imports and Exports except as regards certain items of cargo, dealt with in the Colony, of which, either which they are imported, or from the fact that they are required by law to be specially reported, substantially accurate returns can be given, These items are Coal, Kerosene oil (which includes all products of petroleum), Opium, Morphine, Compounds of Opium, and Sugar. The figures for the three latter will be found in Appendix B.

1,018,753 tons of Coal were imported during the year. This shows a practically negligible increase of 13,886 tons (1.3 per cent.) over the Imports during 1907.

Of Bulk Oil 61,818 tons arrived, an increase of 17,938 tons, or 40.8 per cent. This appears new installation, by the Standard Oil Co., of oil tanks at Lychee-kok, which required filling. 40,018 tons of Case Oil arrived, being an increase of 3,289, or 8.9 per cent. over the 1907 figures. Here, again, the cheap freights were taken advantage of to fill up stocks.

Liquid Fuel increased from 3,272 tons in 1907 to 13,832 (ons in 1908, and was probably affected by the same causes as were Bulk and, Case Oil, in addition to which there has been in an increased demand for this product, owing to more steamers using liquid fuel having visited the Colony during the year.

The import of Rice appears to have declined from 956,000 tons 721,000 tons, due to the falling off in the rice trade from Saigor and Bangkok in consequence of the exceptionally good crop in Northern and Central China, with the result that prices at Shanghai and the Yangtee ports ruled considerably lower than in Siam and Annam. Local dealers naturally bought in the chesper market, and there was no demand for Southern rice. At Bangkok, I understand, there was the further factor of a species of boycott instituted by the rice merchants against the N. D. L. steamers (late Scottish Oriental) which do all the carrying trade between that port and this Colony. As the greater part of the rice imported here is re-experted by sea to ports from China itself, it is reasonable to presume that, in the absence of the usual supply of Siamese and Annamese rice in this Colony, those , support of such shipper by making the refund here went to the North for their rice, where a superabundance was available at very moderate prices. The rice trade from the South having now reverted to its usual conditions, I see no reason to doubt that this year will see it restored. to its former channels,-i.e., via this Colony.

Flour appears to have decreased from 147,000 tons to 91,000 tons, probably due to the fact that the Colony is ceasing to be the distributing centre for this commodity. Shipments are now made directly from Ports on the Pacific Coast of North America to Shanghai, Amoy, Singa-

There is a possibility that, the Hongkong | Milling Company being in liquidation, some small recrudescence in this branch of trade may

The total reported Imports during the year amounted to 4,170,000 tons, against 4,366,000 tons in 1907, a decrease of 4.4 per cent. Exports also show a decrease, from 2,354,000 tons 2,103,000 tons or 10.7 per cent., and transit cargo declined from 3,396,000 to 3,373,000 tons or 0.7 per cent., but for the reason given these figures are not reliable.

H.E. TANG SHAO-YI ON CURRENCY

H. E. Tang Shao-yi, in a conversation at Shanghai, denied emphatically that he had ever | brings about a monopoly, the advocates of the sent any telegram to Peking advocating a dollar system contend that, without the security of unit throughout the Empire, as had been asserted with much assurance by the native Press at the end of last February. His Excellency said that he adhered to the views expressed his memorial (embodied in the Imperial Decree on Currency Reform of October 5), that the standard unit should be the Kuping toel. order to avoid the inconvenience of so large a system of deferred rebates or some "tie" equally coin, he also wished to have a half tael, a mace, effective. and a half-mace. The four coins would preserve a fixed ratio to each other. His reason for preferring the tael to the dollar was that the latter coin entered comparatively little into the nation's ideas and business practice. The dollar. His Excellency thought, scarcely extended beyond the Treaty ports, and though there was a large number of dollars in circulation he could see little difficulty in gradually calling them in. Finally, it must be remembered that the tael corresponded to the

H.E. Tang admitted frankly that the great evil of the moment was the unrestricted insue of naper money, the beginning of which he attributed to the days of the Provisional bankrupt and new firms without capital or responsibility started up in all directions. Or this subject he was understood to say that the law might be made more strict, and he assented to the suggestion that an Imperial Bank of China, working in relation with select provincial banks, would supply the remedy .-- N. C. Daily

NEW LONDON BORNEO TOBACCO COMPANY.

.The report for 1908 states that the 1907 crop realized £58,666, and the total sum chargeable against the same, including London expenses (less receipts) and depreciation, amounts to £50.121. A dividend of 21 per cent. on the directors now recommend a final dividend for 1908 of 5 per cent., leaving a balance of £295.

SHIPPING RINGS COMMISSION.

THE REPORT.

The report of the Royal Commission on Shipping Rings was issued on the 2nd inst. as a lue-book [Cd. 4668]. This Commission was appointed in November, 1906, "to inquire into the operation of shipping 'rings' or 'conferences generally, and more especially into the from their nature and the circumstances under system of deferred rebates, and to report whether such operations have caused, or are likely to cause, injury to British or colonial should be taken by legislation or otherwise." The members of the Commission were as

Lord Inverciyde, the Hon. C. N. Lawrence, Sir Barbour, Sir Alfred E. Bateman, Sir John Macdonell. Captain R. Muirhead Collins, C.M.G., Mr. H. Birchenough, C.M.G., the Hon. W. Pember Reeves, Mr. John Barry, Professor E. C. K. Gonner, Mr. F. Maddison, M.P., Mr. I. H. Mathers, Mr. W. H. Mitchell, Mr. Owen Philipps, M.P., Mr. Oswald Sanderson, and . r. Austin Taylor, M.P. The Commission represented all the interests concerned, for it included men prominent in the shipping, mercantile, and manufacturing world, and representatives of India and the self-governing colonies.

It held 46 meetings and examined 67 witnesses. In addition, Sir Alfred Bateman and Sir John Macdonell, who were sent as a Sub-Commission to South Africa, held 19 meetings there and examined 53 witnesses. Besides the evidence received from witnesses, the Commission obtained a large mass of information in reports from Indian and colonial Governments and associations of traders and from his Majesty's representatives abroad. The report

THE MAJORITY REPORT.

The following is a precis of the chief features of the majority report, which is signed by the Chairman, Lord Inversiyde, the Hon. C. N Lawrence, Sir Hugh Bell, Sir W. T. Lewis, Sir Alfred Batoman, Professor Gonner, MI Maddison, Mr. Mitchell, Mr. Philipps, and Mr. Sanderson. The report consists of six parts. Part I. is introductory : Part II. gives a general survey of the system of shipping conferences and deferred rebates.

A, shipping "ring" or "conference" defined as "a combination, more or less close, of shipping companies formed for the purpose of regulating or restricting competition in the car ying trade on a given trade route or routes. The vessels employed by these companies are usually of the class known as liners—i.e., vessels of high class and speed, sailing and arriving at fixed dates advertised beforehand." The main objects for which a conference is formed are two -(1) To regulate competition between the lines with a view to maintaining rates of freight (2) to concert measures to meet the competition of shipowners outside the conference. The first of these objects is attained by an agreement between the lines, the main feature of which is an undertaking to charge agreed rates of freight. The second object is attained by the system of deferred relates, under which the shipping companies secure the continuous of a substantial proportion of his freight bill over a period of months contingent upon his "loyalty" to the conference during both that period and a subsequent period in which further contingent rebates will accrue. The effect of the stem is that the shipper who wishes to ship outside the conference can never do so without forfeiting a considerable sum.

The Commissioners describe the origin of the rebate system, showing how it was started at a time when the methods on which oversea trade was conducted were undergoing a change in consequence of the replacement of sailing ships by steamships, and when there was the keenest competition among shipping companies to meet the new demands. It is also explained how the system was evolved by a natural process from pore, &c., instead of transhipping here, as the system of special contracts with individual

The report goes on to show the almost worldwide application of the system, explaining the reasons for its absence or partial application in certain trades of a special character, aspecially the trades homeward to England. It also deals at some length with the internal organization and management of conferences—that is, with the various arrangements made by conferences with a view to preventing wasteful competition with one another, such as reservation of special areas, restriction and arrangement of sailings, pooling, &c. Finally, a detailed description of the rebate system is given, upon the system of deferred rebates or some

different trades. In part III. is discussed the question in what sense and to what extent a shipping conference making use of the system of deferred rebates secures a monopoly. The Commissioners consider it necessary to consider this question because, whilst the evils attributed to the system are said to be due to the fact that custom which it affords, the advantages attributed to the system either could not be given or would be seriously diminished.

The general conclusion on this question is that a shipping conference possesses a monopoly of a limited character and varying in degree, and that this monopoly is dependent on the

ADVANTAGES OF SHIPPING BIGGS AND REBATES.

In Part IV, the advantages claimed by shipowners for the conference and rebate system are discussed. These advantages are tabulated as follows:--

(1) Improvements in service by

(a) The institution and maintenance of regular sailings and stable rate of freight. (b) The provision of steamers of high class and speed.

(2) Economy in cost of service. (3) More economic distribution of cost of (4) The maintenance of equal-rates from the

United Kingdom and the Continent. (5) Uniform rates of freight to all shippers, large or small.

(6) No carriage on ship's account. The Commissioners come to the conclusion that these are real and important advantages, and that they are guaranteed by the nature of the conference system. As regards the dependence of the advantages upon the system of deferred rebates, they find that:-

1. The advantages conferred by shipping con-

ferences are substantially dependent upon the system of deferred rebates, or some system equally effective as a tie" upon the shippers and equally uniform in its application.

2. If the rebate system were abolished shipowners would endeavour to secure the custom of shippers by making contracts with

them covering long periods. The contract system would in large general trades lead to the making preferential contracts with large at the expense of small shippers.

COMPLAINTS AGAINST RINGS AND REBATES. the system of shipping conferences and deferred is liable render necessary some check or control. rebates are examined, the chief being (1) 'l hat | Suggestions that a Board of Control on the the system enables the shipowners to charge lines of the Railway and Canal Commission

that it has led to diversion of trade. standards, such as tramp rates and rates charged | Government shipments, are discussed and reby other conferences, which had been used by | jected, and any legislation directly flxing or witnesses for the purpose of determining the modifying the terms and conditions of the rebate fairness of a conference rate, are of little use for system is considered inexpedient and impracthis purpose, the Commissioners state that in | ticable. their opinion "the monopoly obtained by contrade, and if so, what remedial action, if any, ferences using the system of deferred rebates has in certain cases enabled conferences to place rates on a higher level than they would but for follows :- Mr. Arthur Cohen, K.C. (chairman), the system have been able to do, or at least to Commission fall into two parts :arrest a possible fall in rates." They do not, Hugh Bell Sir W. T. Lewis, Sir David M. however, consider that the evidence enables them to determine whether the rates charged have Commission think that the formation of such been excessive or unfair.

that in the South African and Australasian the conference system is liable can be remedied trades at any rate the lower rates which have by counter-combinations on the part of shippers STAMPING THEM IN EVERY WAY from time to time existed have resulted in the which will give them the power of collective diversion of orders from this country to the bargaining, and because the community of United States of America, and that there is a interest which exists between shipowners and permanent possibility of diversion owing to the shippers as a whole renders it desirable. low rates which the combinations and trusts in that conferences - between representative the United States of America can demand for bodies should take place. They are also of

plaints made of cortain arbitrary acts by the satisfactorily in a matter of this kind. South African conference. The Commissioners state that in their opinion:-

bers of the conference, or the dominant members | are many subjects which would be generally of it, have not only not been alive capable of being discussed and settled in negoto, or anxious to meet, the wishes of the tiation between the merchants' associations and Fouth African communities, but that for the the conferences; for example, rates and classivolume contains a majority and a minority purpose of preserving their monopoly and resist fications, dates, number, and ports of sailing, report, both with reservations on particular ing change they have not abstained from rebate conditions, and the implied obligations playing off the interests of the colony against those of another.

BUMMARY OF CONCLUSIONS.

In Part VI. the conclusions are summarized and the recommendations stated and discussed. Stress is laid upon the advantages of the organization introduced by the conference system into the shipping trade. The difference in the functions of the liner and the tramp are once more emphasized.

It is the function of the liner to sail as member of a feet, or an association of fleets. providing a continuous and organized service on a particular route—a service, that is to say which is so arranged as to avoid duplication of sailings, and to ensure that the tonnage shall be despatched at regular dates advertised beforehand, and in sufficient quantity to meet requirements of the trade. The tramp. on the other hand, is a self-contained unit of transport. It is not attached continuously to to give such representation to the Colonial Goany given trade route; it does not conduct its | vernments concerned as will ensure that the inoperations in concert with others; its sailings | terests of the consumer and producer will be are determined by no fixed plan. The function | safeguarded. of the tramp, in short, is to fluctuate from one route to another, according to the shifting precise form which the associations should take, requirements of the various trades. Its move- as this must necessarily be dictated by the ments are determined by the law of supply and | varying circumstances of particular trades. demand; it goes where its voyage will yield the | Suggestions are, however, made for the carrying greatest profit, and it undertakes no obligation beyond that involved in each particular venture.

But it is shown that in spite of these differences the competition between the tramp and the liner still remains, and that it is necessary for shipping conferences giving the advantages which are associated with a regular and high-class service to protect themselves against the sporadic incursions of outside vessels by securing the support of the regular shippers. For this purpose the system of deferred rebates is used; and the opinion expressed in the report that this system preferable to the system of special contracts, which is not only difficult to apply to a trade in which the commodities are varied and the shippers many, but also would lead to preferences given to the larger shippers.

RECOMMENDATIONS.

The report proceeds to consider the various recommendations which had been suggested to the Commission. The proposal that the rebate system should be abolished by law is rejected on the following grounds:---

(a) The advantages derived in the case of transport by sea from a monopoly limited in the manner we have described in our opinion certainly outweigh the disadvantages revealed in the course of our inquiry and in our view will continue to outweigh the disadvantages unless the system of sen-carriage assumes a very different form from that which exists at present (b) These advantages, in the degree in which

they now exist, appear to us to be dependent showing the means by which it is enforced in the equally effective and capable of uniform (c) The abolition of deferred rebates, as we

have already stated, would not restore a free freight market nor render a monopoly and its consequent abuses impossible. (d) It has been argued that the fact that the

system is illeged in the United States furnishes a precedent for prohibiting it in this country. As to this we would point out that:---(1) The Elkins Act. the application of which

has been misunderstood by most of our witnesses, has no reference whatever to rebates or deferred rebates when such are granted in the same degree to all customers alike in similar circumstances. Moreover it has no application to persons who are exclusively carriers by sea. For either of these two reasons it is clear that the Act has no application to deferred rebates of the kind referred to in this report.

(2) The Act of the United States under which the relate system would appear to be illegal, viz., the Sherman Act, does not refer to rebates by name, but is directed against all combinations, &c., not merely in the shipping trade, but in all industries, the effect of which is to restrain trade.

(3) Such evidence as we possess with regard to the operation of the Sherman Act leads us to believe that, though it probably has been the cause of the abandonment of the deferred rebate system in the export trade of the United States of America, it has not been effective in preventing combination among shipping companies.

from this country but not those carrying from the Continent, and strong objection was taken by many shipowners to any legislation which should deprive them of the power obtained by means of the rebate system while leaving this. power in the hands of their foreign competitors. The validity of this objection, however, depends very much on the view taken as to the question whether the rebate system is on the whole advantageous or disadvantageous to the commerce of this country as a whole, including, that is to say, the shipping industry. And, as we are of opinion that on the whole the system is generally advantageous, we consider that its retention in other countries, e.g., Germany, would enhance the injury entailed by its prohibition in this.

The Commissioners are also of opinion that the evidence before them does not warrant them in recommending legislation on the lines of the Sherman Act directed either against combinations in all industries or against combinations in the shipping trade only.

At the same time the Commissioners are of In Part V. the various complaints against | opinion that the abuses to which the system rates which are "excessive" or "unfair" (2) | should be set up, or that the influence of Governments should be brought to bear upon shipping. As regards (1), after showing why the various | cenferences through the mail contracts and

> ASSOCIATIONS OF MERCHANTS AND SHIPPERS.

The main recommendations made by the

1. The recognition and encouragement of associations of merchants and shippers. The associations is desirable chiefly because they As regards diversion of trade, the report states | consider that most of the serious abuses to which opinion that chambers of commerce are not Finally, Part V. deals specially with come capable of dealing with shipping conferences BUILT THROUGHOUT

After expressing a strong opinion as as the practicability of forming associations of this The actions of the conference in these character when any serious grievance had been matters seem to us to show that the mem- experienced, the report points out that there of shipowners such as the granting of uniform rates of freight, &c.

The report then proceeds to consider how these associations should be brought into being and the form which they should take. The chief consideration is that the association should be representative of all the shippers sending goods on a given route, and with a view to ensuring the representative character of such associations it is suggested that when they have been formed they should be required to apply to the Board of Trade for registration, and "if the Board of Trade, after examination is satisfied that the association is of an edequately representative character, the association should be registered accordingly, such registration carrying with it recognition of the association by the Board of Trade as the body entitled to confer with the conference lines on behalf of the whole trade in regard to shipping matters." Careshould be taken

It is not thought necessary to prescribe the out of the recommendation in the case of the African trade, the chief of which are (1) the reorganisation of the South African Merchants' Committee or the institution of a new association more representative of opinion here and in South Africa; (2) the formation of a corresponding association or committee in South Africa to co-operate with the organization to this country: and (3) that the South Africa Governments should be represented on the association.

The Commission consider that it will not be possible for a shipping conference absolutely to disregard reasonable proposals put forward by a body representative of all their customers. SUPERVISION BY BOARD OF TRADE.

2. The following recommendations are als 1. We suggest that in cases where an association or committee recognized by the Board of Trade have failed to reach agreement with the conference lines on any

point in dispute, the Board of Trade should be empowered:-(a) On the application of one of the two parties to appoint some person or persons to

endeavour to promote a settlement by conciliation. (b). On the application of both parties to ap-

point an arbitrator or arbitrators to decide the point at issue.

2. We suggest further that in cases where appears to the Board of Trade that there are good grounds for believing that important national or Imperial interests are offected, and where it has not been found possible to settle the dispute by conciliation, the Board of Trade should have power to appoint a person or persons to inquire into the matter and report to them, it being left to the discretion of the Board of Trade whether this report should subsequently be presented to Parliament. In considering whether they should take action in this respect the Board of Trade should have regard to any representations made to them by any Colcain

Governments interested. We do not consider that an inquiry should be ordered where associations merely complain that rates are "too high" or "unfair' or where, owing to a temporary rate war, rates from a foreign country may have been lower for a short time than from the United Kingdom. But we consider that there may be cases, ersentially different in character, where public interests may be grievously affected either by the checking of a trade or by its more or less permanent diversion. In such cases we consider that it is important that the Board of Trade should have power to appoint competent persons to investigate the matter, and that i should be competent for them to decide whether their report should be made public.

If our main recommendation as to the formation of strong associations of shippers is carried out it will, we think, be seldom, if ever, necessary that an inquiry of this kind should be improved the quality of steamers; but it has made. But, in order that an inquiry, so under- | tended to bring about equality and stability of taken, may be thorough and searching, we sug- rates. gest that the person or persons conducting it should be given power to call for the attendance of such persons and the production of such cocuments as may be required for the As to the recommendations which should be (e) Legislation of the character we have been | investigation. At the same time we think that | made, Sir D. Barbour does not consider that it considering would affect shipowners carrying no information likely to be useful to actual or is possible to control the system satisfactorily possible competitors should be divulged in the and he signs a reservation, in which he advocates course of the proceedings or in the report.

3. In order that the Board of Trade may be Anti-Trust Law of the United States to cognisant of the position and proceedings of make the system impossible, such legislashipping conferences, we suggest that all shipping conferences making use of the system to the shipping trade. The remainder, howof deferred rebates should be required to deposit confidentially at the Board of Trade:-

agreements or understandings with foreign lines or lines not in the conference. (b) All rebate circulars and forms for claiming

(c) Any agreement entered into with associations of merchants and shippers recognized by the Board of Trade.

accessible confidentially to all Government Departments which, because of postal or caugo inquiry into any matter of important public contracts or for any other reason, may be interest without the limitations suggested by

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It is also recommended that all shipping conferences using the rebate system should be required to publish their tariff of rates and/or classifications of goods, and to deposit copies at the Fourd of Trade.

The Commissioners express the hope that these recommendations will be found sufficient to safeguard Colonial interests, and that the variations in the Merchant Shipping Laws of the Empire which would be brought about if each of the seif-governing Dominions found it necessary to deal with the matter by legislation in its own-way may thus be obviated.

Lord Inverslyde signs the report with a reservation, in the course of which he states that he objects to the recommendations made with regard to the publication of tariffs and classifications and to supervision of conferences by the Board of Trade. He considers these recommendations unwarranted and unnecessary. Mr. Maddison signs the report with a reservation, in which he states his opinion as

The system under review I regard as, on the whole, undesirable, but the results, as revealed by the evidence tendered to the Commission. are not of a character to warrant State interference in the business methods of a great industry. There are, however, elements of danger which may develop, and these need to be carefully watched by the Board of Trade.

MINORITY REPORT.

The minority report is signed by Sir David Barbour (with an important reservation). Sir-John Macdonell, Mr. Birchenough, Captain Collins, and Mr. Barry.

The Commissioners state that although they agree with much contained in the report of the majority they dissent from several important conclusions stated in it and from much of the reasoning upon which they are founded. They dissent in particular from the findings as to the advantages claimed for the Shipping Con-

ferences and the deferred rebate system. The main body of the report accordingly consists of the arguments advanced by the 'ommissioners in support of these opinions. Their main conclusions are summarized as follows:-

(1) The conference system with the deferred rebate—the natural evolution of a highly organized trade dealing with customers for the most part scattered or disorganized-has created on almost all the chief ocean routes a monopoly. the limitations upon which are in many cases illusory, and which generally tend to decline.

(2) The system was introduced in the first instance with the object of raising rates or preventing their fell and diminishing com-(3) It has been successful in raising or keep-

(4) The public have as a rule, to pay higher rates of freight than they would pay in an open

(5) The system has been injurious to tramps. the strongest element in the British mercantile marine, and it leads as to them to waste and to higher rates of freight. The system tends to waste in various

other directions, ewing to the maner in which the rings are constituted (7) There is no satisfactory evidence that the saving in cost, if there be any, under the system of shipping rings exceeds the waste which is

due to that system. (9) The system tends to inflate the amount of tonuage and consequently the amount of capital invested upon which interest has to be paid. (10) It has diminished or tends to diminish the ports of sailing.

(11) It gives a country such as the United States, in which the system is illegal, an advantage as compared with the United Kingdom. (12) It has caused in the case of South Africa diversion of British trade.

(13) There is no evidence that it has appreci-Lably increased regularity of sailing or greatly

That such a monopoly and a system which has the above effects should be subject to no control appears to the Commissioners to be inadmissible. legislation on the lines of the Sherman tion for the present to be applicable only ever, are not at present prepared to recommend so great a change. They prefer that (a) All conference agreements and any in the first instance a system of conciliation and limited supervision by the Board of Trade should be tried. They are not, however, satis-| fied with the system of this kind proposed in the majority report.

The recommendations of the minority differ from those of the majority mainly in the following matter. They suggest that it should be left We think that this information should be entirely to the Board of Trade (a) to recognize any association it thinks fit; (b) to institute an the majority.

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until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is mited. , Only supplied for Cash.

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P.O. Box, 33. Telephone No. 12. NEW ADVERTISEMENTS

THE GREAT NORTHERN TELEGRAPH COMPANY, LIMITED.

HONGKONG STATION, CURRENCY CHARGES ON TELEGRAMS.

CENDERS of TELEGRAMS are hereby Notified that from the 1st July, 1909, until further notice the Charges of Telegrams will be collected at the rate of Dollars 0.47 to equal Franc 1.00.

OLAF NIELSEN, Superintendent.

Hongkong, 28th June, 1909. THE EASTERN EXTENSION AUSTRA-LASIA AND CHINA TELEGRAPH COMPANY, LIMITED.

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J. M. BECK, Superintendent. Hongkong, 28th June, 1909.

SCHULDT & Co.

NOTICE OF REMOVAL. TE have This Day REMOVED our Offices to YORK BUILDINGS,

Hongkong, 28th June, 1909. NOTICE OF REMOVAL.

CHATER ROAD (Top Floor).

ROYAL SWEDISH VICE CONSULATE. THE OFFICE of the above Consulate has This Day been REMOVED to YORK BUILDINGS, CHATER ROAD (Top Floor).

Vice Consul for Sweden. Hongkong, 28th June, 1909.

TO LET.

TIOUSE in Kennedy Road, convenient. locality. Electric Light installed, Apply to-

N. S., Care of " Daily Press " Office. Hongkong, 28th June, 1909. JAVA-CHINA-JAPAN-LIJN.

FOR BATAVIA, CHERIBON, SAMA-RANG, SOERABAIA AND MACASSAR.

Taking Cargo to all Ports in Netherlands India on through Bill of Lading. THE Steamship

"TJIPANAS," Captain A. Pander, will be despatched for the above Ports on or about SATURDAY, 3rd For information as to Freight and Passage. apply to the

Head Agent of the JAVA-CHINA-JAPAN LIJN, York Building, 1st Floor. Hongkong, 28th June, 1969.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY. STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT,

MEDITERRANEAN PORTS.

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"ASSAYE." Captain O. Jones, R.N.R., carrying Hi Majesty's Mails, will be despatched from this for Bombay, &c., on SATURDAY, the 10th July, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. " MACEDONIA," 10,500 tons, from Colombo, passengers' accommodation in which vessel is secured before departure

from Hongkong. Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "EGYPT" due in London on the 22nd August, 1909. Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent. Hongkong, 28th June, 1909.

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Box 163, Care of " Daily Press" Office. Hongkong, 25th June, 1909.

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CUTTON'S SEEDS Special Selected Collections for this Climate. VEGETABLES AND FLOWERS IN AIR-TIGHT CASES. To be obtained from CHINA EXPRESS CO.. INTIMATION

TENDERS REVENUE FARMS.

TENDERS are invited for the Lease of Revenue Farms in the State of North Borneo from the 1st January, 1910, as set out REVENUE FARMS IN THE STATE OF

NORTH BORNEO. 1. In making arrangements for the leasing of the Farms for the next Farm period of 1910, 1911 and 1912, the Government reserves to itself the right of vesting the Farms (as provided in the Proclamations concerned as named Schedule A appended) in any person, by public or private sale as may be thought fit.

Subject to the above reservation it is hereby notified that tenders will be received at the Office of the Secretary to the Governor, Sandakan, up to 12 o'clock noon, on the 1st day of October, 1909, for the purchase of the exc sive privileges of the Farms described below for a period of one, two or three years commencing

on the 1st January, 1910. 2. Any person either for himself alone or fo himself and others, may, either in person or by agent duly accredited in writing, on any date prior to the said noon of the 1st October next, submit to the said Secretary at Sandakan, an tender he may think fit for all or any of the Farms, provided such tender is in conformity with the terms of tendering hereinafter set out

and fulfils all the conditions required of the Farmer. All tenders so made will (except at the express wish of the tenderors to the contrary) be received and treated by the Government as strictly con-

On receiving any such tender, Government reserves to itself the right of deciding whether it shall be considered or not.

If Government decides not to consider the tender, it will be returned to the tenderer under

sealed cover. All tenders accepted for consideration by Government will be, in the first instance, retained by Government for further consideration with the tenders handed in on 1st October, 1909, which will be opened at noon on that date. after which the successful tenderer will be selected.

J. The Farms, above referred to, are:-BRITISH NORTH BORNEO .- OPIUM. SPIRIT, GAMBLING and PAWNBROKING, as

(a) in one concession for the whole State. (b) in one concession for any of the following Districts of the State, the limits named including the interior territory watered by the rivers within the limits given respectively :---

(i) SANDAKAN DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the true left watershed of the Paitan river.

(ii) KUDAT DISTRICT—the Territory bounded on the one side by the true left watershed of the Paitan River and on the other by the true right watershed of the Pindasan River. (iii) WEST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Pindasan River and on the

other by the Northern Boundary of Province (iv) EAST COAST DISTRICT—the Territory bounded on the one side by the true right watershed of the Kinabatangan River and on the other by the Dutch Boundary on the South

at Broershoek point. (v) PROVINCE CLARKE -being the Territory between Batu-Batu and the Lawas Northern watershed.

4. The attention of those desirous of tendering is drawn to the following terms :-(a) The tenderer must state in his tender the annual sum offered for the Farm rent for the three years 1910, 1911 and 1912; a different sum may be offered for the first, second and third years—respectively. The tenderer must also clearly state the proportion of the amount of the Rent to be allotted to each separate Farm.

(b) The Government does not bind itself to accept the highest or any tender, and reserves to itself the right of making any arrangements it may deem advisable as regards the letting of the Farms.

(c) Each tenderer should specify in full, in English, and in the vernacular language of the tenderer, the names, residences and occupations of the persons tendering, and similar information regarding any security or any partner that the tenderer wishes to propose. (d) The successful tenderer will be called upon

to enter a contract under the provisions of the Proclamations named in Schedule A appended the Farms may be seen on application at the day. Offices of the said SECRETARY, at Sandakan, or of Messrs. GUTHRIE & Co., at Singapore, or of Mesers, GIBB, LIVINGSTON & Co., at Hongkong, (f) The successful tenderer will be required to deposit with the Finance Commissioner. Sandakan, Security to the value of three months' Farm rent by means of a deposit of money to the amount of one month's Farm rent, and of title deeds to the amount of two months' Farm rent (g) The retail rates for Chandu fixed by

1911 and 1912 are those specified below:-Per tahil... ... 8 2.40 " chi ... ... ... ... ... 00.30 ., 5 hun packet ... ...

Government for the Opium Farm for 1910,

(h) The Opium Farmer is responsible for seeing that Chandn is not sold by retail at the Opium Farm or at the Opium shops at prices higher than those fixed by Government and and named above (y). The Opium and Spirit Farmers may fix their own prices for supplying the Opium and

Spirit Farm Shops wholesale with Chandu and Spirits. (i) During the continuance of the Form period, the Opium and Spirit Farmers will be entitled to the use of a Trade-mark (to be approved by Government) to be affixed to any

vessel containing Spirits for sale. (j) As soon as the new Farmers have been appointed by the Governor, they will be required to submit in writing to the Secretary to the Governor a Schedule showing full particulars of the Title Deeds they purpose to deposit with the Government as security for the said two months' Farm rent. If these are considered satisfactory, the new Farmers will be-

required to execute a mortgage of the property to the Government as provided for by law. (k) The Farmer for the West Coast may be required to rent certain Farm buildings at Jesselton

(1) The following Proclamations govern the conduct of the Farms in B. N. Borneo viz:-SCHEDULE A. The Opium Proclamation No. 16 of 1901 as

amended by No. 7 of 1904. The Liquors Proclamation No. 17 of 1901. The Palunbrokers Proclamation No. 14 of 1902, as amended by No. 1 of 1903, and

No. 3 of 1906. The Gambling Proclamation No. 8 of 1891. Hongkong, 3rd May, 1909.

**AUCTIONS** 

PUBLIC AUCTION.

THE Undersigned have received instructions I from A. L. Stein, Esq., to Sell by Public Auction.

TO-DAY (MONDAY). the 28th June, 1309, at 2 P.M., within his ... Pesidence, No. 1, The Albany, THE WHOLE OF HIS VALUABLE

HOUSEHOLD FURNITURE,

Comprising :-SILK TAPESTRY DRAWING ROOM DOUBLE BRASS-MOUNTED BEDSTEADS with MATTRESSES, MARBLE-TOP BUREAUS, SINGLE and DOUBLE WARDROBES with BEVELLED GLASS. TEAKWOOD HATSTAND with BEVELLED GLASS, DINING ROOM newly painted and done up. Billiard Room, 3 SUITE by Messrs. Wm. Powell & Co., Ld., BLACKWOOD DESKS, VELVET-PILE

CARPETS and RUGS, OIL PAINTINGS and ENGRAVING , Old CHINESE VASES and WALL PLATES, JARDINIERES STANDS, &c., &c., BATH ROOM, PANTRY and KITCHEN REQUISITES, and a quantity of HOUSEHOLD LINEN;

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HUGHES & HOUGH, Auctioneers. Hongkong, 19th June, 1909.



TARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be & Co.'s premises. held THIS DAY (MONDAY), 28th day of June, Apply to-1909, at 3 P.M., at the Offices of the PUBLIC WORKS DEPARTMENT, by Order of His EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Tai Hang, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty THE King, for one further term of 75 years.

PARTICULARS OF THE LOT

No. of Sale. Begietry No.	Locality		Boun Messur	dary	·	Contents in Square feet.	August Bent	Upjet Price,
_		N.W.	1. €•¥•	N.E.	s.w.	* <del>,                                    </del>		
ਡ	ah uen Hage	feet	feet	feet	feet		8	•
Inland of No. 180	of Nastah uca Idang Village.	62	60	71	FS	8,780 (about	10	1,134

# INTIMATIONS

VICTORIA RECREATION CLUB.

NOTICE.

THE ANNUAL GENERAL MEETING of Members will be held in the GYMNASEUM TO-DAY (MONDAY), the 28th June, at 5.30 P.M., for the purpose of considering and passing the Annual Reports and Statement of Accounts

FRANK LAMMERT. Hon. Secretary. Hongkong, 21st June, 1909.



HARBOUR MASTER'S DEPARTMENT.

TT IS HEREBY NOTIFIED that in-I formation has been received from the Military Authorities that GUN PRACTICE will be carried out as under: -On Tuesday, the 29th June:-

From Pakshawan in a North-Easterly direction, at ranges up to 6,600 yards, commencing at 9 A.M., and finishing at

If the weather is unfavourable on the above (e) Copies of the the Forms of Contracts for date, practice will take place on the following All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR, Commander, R.N., Harbour Master, &c. Hongkong, 25th June, 1909. NOTICE.

THE Undersigned are instructed to reinvest S150,000 on Local Mortgages; Full Particulars of Securities offered should be submitted to-DENNYS & BOWLEY,

Solicitors. Supreme Court House, Hongkong, 15th June, 1909. COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cabic Feet of Cold Storage available at East Point. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods, G. K. HAXTON, Manager. Hongkong 1st April, 1908.

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Opium or Chandu prepared by them, and to any | TAESIRABLE GROUND FLOOR SHOP in CHATER ROAD, Hongkong.

T. B. L., Care of "Daily Press" Office. Hongkong, 11th May, 1909. TO LET.

TYP-TO-DATE HOUSES in HUMPHREYS! Avenue, Kowloon, with Gardens at entrance. TAM TSZ KONG, Apply to-

42. Bonham Strand West, or Hung Chong, 60, Elgin Road, Kowloon. Hongkong, 4th June, 1909. TO LET.

TO. 6, OBSERVATORY VILLAS Kowloon. Five-Roomed House; Electric Lights and Tennis Court. "ERANEE BUNGALOW," Kowloon. Small Garden attached. Moderate Rental. Apply to-ARRATOON V. APCAR & Co., 14. Des Voeux Road. Hongkong, 3rd March, 1909.

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THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 1st June, 1909.

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Shelley Street. "BIRNAM BRAE." 31, Conduit-Road. Furnished or Unfurnished Eight Roomed House, Bath Rooms, Drying Room, Store Room, Pantry and good servants' quarters. Tennis Lawn, Electric Light and Bells. The EYRIE, No. 13, Peak. Unfurnished from 1st June, 1909.

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manding a Magnificent View of the Harbour and Adjacent Islands. Apply to-LINSTEAD & DAVIS 3rd Floor, Alexandra Buildings.

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DAVID SASSOON & Co. Lap. Hongkong, 1st May, 1909.

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THE HONGKONG LAND INVEST-MENT & AGENY CO., LD. Hongkong, 4th June, 1909.

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A. B. Care of " Daily Press " Office.

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TO LET.

NO. 1A, WYNDHAM STREET, suitable for SHOP and OFFICE, etc., lately occupied by Weismann Ltd., for Tiffin Rooms. Apply to- YEE SANG FAT & Co.. Opposite General Post Office. Hongkong, 21st June, 1909.

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TTO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 36

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GEO. FENWICK & Co., Ltd. Hongkong, 8th June, 1906.

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INCORPORATED BY ROYAL CHARTER, 1853, HEAD OFFICE-LONDON. 

RESERVE LIABILITIES OF PROPRIE-TORS..... £1,200,000 INTEREST allowed on Current Account

at the rate of 2 percent, per annum on the Daily On Fixed Deposits for 12 months 4 per cent. WM. DICKSON,

Manager,

Hongkong, 6th April, 1909. TEDERLANDSCHE HANDEL

(NETHERLANDS TRADING SOCIETY) ESTABLISHED 1824. PAID UP CAPITAL FL. 45,000,000 (£3,750,000)

MAATSCHAPPIJ.

RESERVE FUND 71. 5,752,884,84 (about £479,407 HEAD-OFFICE : AMSTERDAM, HEAD-AGENCY BATAVIA. Branches :- Singapore, Penang, Shanghai,

Rangoon, Samarang, Sourabaya, Cheribon, Tegal, Pecalongan, Pascercean, Padang, Medan (Deli) Palembang, Kota-Radja, (Acheen) Bandjermasin: Correspondents at Macassar. Bombay Colombo, Madras, Pondicherry, Calcutta Bangkok, Saigon, Haiphong, Hanoi, Amoy Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.

LONDON BANKERS:-THE UNION OF LONDON AND SMITHS BANK

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Deposits received on terms which may be had Banking Business of every description. INTEREST ALLOWED.

On Current Account 2 per annum on daily On Fixed Deposits 12 months 41% per annum. J. L. VAN HOUTEN, Agent, Hongkong, 16th July, 1908.

TEUTSCH-ASIATISCHE BANK. 66 CTOWFORD." 12, Bonham Road, and CAPITAL FULLY PAID UP...Sh. Taels 7,500,000

> HEAD OFFICE-SHANGHAI. BOARD OF DIRECTORS, BERLIN. BRANCHES: Hamburg, Calcutta, Hankow, Tientsin, Peking, Tsinanfu, Tsingtan,

Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:---KOENICLICHE SHEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin. DIRECTION DER DISCONTO-GESELLSCHAFT DEUTSCHE BANK S. BLEICHEOEDER BEBLINER HANDELS

GESELLSCHAFT Berlin. BANK FUER HANDEL UND Industrie 🗀 🗸 ROBERT WARSCHAUER & Co. MENDELSSOHN & Co. M. A. von Rothschild & Frankfurt a M. SOEHNE

JACOB S. H. STERN

SUBSCRIBED

NOBDDEUTSCHE BANK IN HAMBURG, Hamburg. SAL OPPENHEIM, JB., & Co., Koeln. BAYERISCHE HYPOTHEKEN UND WECHSEL-BANK, MUENCHEN. LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SON:

THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BERLIN), LONDON AGENCY DIRECTION DEE DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account, DEPOSITS received on terms which may be learned on application. Every description of

Banking and exchange business transacted. A. KOEHN. Hongkong, 4th December, 1907.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000

1.125.000

PAID-UP ... ... ... RESERVE FUND ... ... BANKERS: LONDON JOINT STOCK BANK, LIMITED.

at the rate of 2 per cent. per annum on the Daily balance. ON FIXED DEPOSITS: For 12 months ... ... ... 3½ per cent. 21 per cent. EVAN ORMISTON, Manager.

INTEREST allowed on Current Accounts

Hongkong, 27th April, 1909. THE TOKOHAMA SPECIE BANK

LIMITED. CAPITAL PAID-UP ...... Yen 24,000,000 RESERVE FUND

HEAD OFFICE-YOROHAMA.

BEANCHES AND AGENCIES. Tokyo Kobe Nagasaki London New York San Francisco Honolulu Bombay Shanghai Hankow Chefoo Tientsin Peking Newchwang Dalny Port Arthur Antung Liovang Mukden

Tieling

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of 2 per cent ner annum on the daily balance. On fixed deposits for 12 months 41% per annum " " TAKEO TAKAMICHI,

Hongkong, 2nd June, 1909.

Manager.

Chiang Chun

BANKS

NJEDERLANDSCH-INDISCHE HANDELSBANK. (NETHERLANDS INDIA COMMERICAL BANK).

ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000) Subscribed Capital Fl. 10,000,000 (Paid up) Reserve Fund Fl. 2,200,517,37 (£183,376)

HEAD OFFICE: AMSTERDAM. HEAD AGENCY: BATAVIA

LONDON BANKERS: THE WILLIAMS DEACONS BANK, SWISS BANKVEREIN.

BRANCHES AND AGENTS all over the THE BANK transacts every description of Banking and Exchange bus ness, receives more

in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:— 12 months 4% per annum. do.

C. WOLDRINGH, Manager, No. 16, Des Voeux Road Central. Hongkong, 3rd November, 1908.

THE BANK OF TAIWAN, LIMITED (Incorporated by Special Imperial CHARTER).

Capital Subscribed (paid up) ..... Yen 5,000,000

Tainan

HEAD OFFICE: TAIPER, FORMOSA. BRANCHES AND AGENCIES:

Nagasaki

Kobe

Tamsvi Tokyo Osaka Shanghai Yokohama Swatow HONGKONG OFFICE

3. DES VŒUX ROAD. Interest allowed on Current Accounts on application. D. TOHDOW, Manager. Hongkong, 11th March, 1909.

INTERNATIONAL DANKING MORPORATION. CAPITAL PAID UP ... Gold \$3,250,000,

= about Mex. \$7,222,222 RESIRVE FUND Gold \$3,250,000 = about Mex. \$7,222,222 head Office: 60 Wall Street, New York. LONDON OFFICE: Threadneedle House, E.C.

LONDON BANKERS: BANK OF ENGLAND. NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED. THE CAPITAL & COURTIES BANK, LIMITED.

BRANCHES and AGENTS all over the World. The Corporation transacts every description of Banking and Exchange business, receives money. Current Account at the Rate of 2 per cent, per annum on Daily balances and accepts Fixed Deposits at the following rates:

For 3 No. 9, Queen's Road, Central, Hongkong. W. M. ANDERSON.

Manager.

For 12 months 41 per cont. per annum.

Hongkong, 8th April, 1908. HONGKONG AND SHANGHAI BANKING CORPORATION.

RESERVE FUNDS :-STEELING £1,500,000 at 2/-=\$15,000,000

PAID-UP CAPITAL

C. S. Gubbay, Esq.

**\$29,500,000** RESERVE LIABILITY OF PROP'TORS \$15,000,000 COURT OF DIRECTORS. Hon. Mr. W. J. GRESSON-Chairman. H. E. Tonkins, Esq.—Deputy Chairman. J. W. Bandow, Esq. I E. Shellin, Esq. E. G. Barrett, Esq. R. Showan, Esq.

W. Helms, Esq. H. A. W. Slade, Esq. C. R. Lenzmann, Esq. CHIEF MANAGER:

H. A. Siebs, Esq.

Hongkong-J. R. M. SMITH. MANAGER: Shanghai-H. E. R. HUNTER.

LONDON BANKERS-LONDON AND COUNTY

BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per cent. per Annum on the daily balance. ON FIXED DEPOSITS. For 3 months 22 per cent. per Annum.

For 12 months, 4 per cent. per Annum. J. R. M. SMITH. Chief Manager, Hongkong, 2nd June. 1909.

For 6 months, 32 per cent. per Annum.

HONGKONG SAVINGS BANK. THE Business of the above Bank L conducted by the HONGKONG AND SHANGHAI BANKING CORPORA. TION. Rules may be obtained on application, INTEREST on deposits is allowed at 3 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOST at 4 per cent. per annum.

BANKING CORPORATION. J. R. M. SMITH, Chief Manager. Hongkong, 12th January, 1907.

For the Hongkong and Shanghai

ON SALE. MAIL TABLES

expected arrival at their destinations, as well as

the dates of return Mails. Mounted on Card ..... 30 Centa.
On Paper ..... 20 On Sale at the Hongkong Daily Press

FOR 1909. Shows the dates of departure of the Mails to Europe and America, and the dates of their NOTICES TO CONSIGNEES

S.S. "ARMAND BEHIC, COMPAGNIE DES MESSAGERIES MARITIMES. NOTICE.

CONSIGNEES of Cargo from London ex B.s. "Charente" from Havre ex s.s. "Charente" from Bordeaux ex s.s. "Ville de FIHE above-named Steamer having arrived Lille" in connection with above Steamer are L Consignees of Cargo are hereby notified hereby informed that their goods with the ex- to send in their Bills of Lading for counterception of Treasure are being landed and stored signature, and that all goods are being landed at at their risks into the hazardous and/or extra | their risk into the Kowloon Wharf and Godown hazardous Godowns of the Hongkong-Kowloon Co., Ltd., whence and/or from the wharves Wharf and Godown Co., Ld., at Kowloon delivery may be obtained. whence delivery may be obtained immediately after landing.

intimation is received from the Consignees to rent. before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after Monday, the 28th June, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 28th June, or they will not be recognized. All damaged packages will be examined on

No Fire Insurance has been effected. P. DE CHAMPMORIN,

Hongkong, 21st June, 1909. "BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

Monday, the 28th June, at 3 P.M.

S.S. "BENVORLICH," FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

MONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardons and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 6th July, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th June, at 11 A.M. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB: LAVINGSTON & Co.,

Hongkong, 21st June, 1909.

FROM EUROPE.

THE H.A.L. Steamship

"BEGOVIA" Captain Sachs, having arrived,

signees of Cargo are hereby requested to send in their Bills of Lading for countersignature by ONSIGNEES of Cargo are hereby informed the Undersigned and to take immediate delivery of their goods from alongside. Optional Cargo will be forwarded unless

notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed at consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees'

cisk and expense. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

have left the Godowns, and all Goods remaining undelivered after the 29th inst., will be subject to rent. All broken, chafed, and damaged Goods are

to be left in the Godowas, where they will be examined on the 28th inst, at 3.P.M. No Fire Insurance has been effected. HAMBURG-AMERIKA LINIE,

Hongkong Office. Hongkong, 22nd June, 1909. AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "WELSH PRINCE," FROM NEW YORK.

ONSIGNEES of Cargo by the above named. are being landed at their risk into the hazardous the Hongkong and Kowloon Whart and and/or extra hazardous Godowns of the Hong- Godown Company, Limited, Kowloon, and Wast kong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be All broken, chafed, and damaged Goods are to

amined on the 30th inst., at 2.30 P.M. left the Godowns, and all goods remaining undelivered after the 30th inst., will be subject examined on the 2nd July, at 9.30 A.M.

All Claims against the Steamer must be presented to the Undersigned on or before the 5th July, or they will not be recognised. No Fire Insurance has been effected.

ARNHOLD, KARBERG & Co., Hongkong, 24th June, 1909.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

TITHE P. & O. S. N. Co.'s Steamer

"ASSAYE, Consignees of Cargo by the above-named

essel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowleon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Coors are landed: This vessel brings on Cargo:

From London, &c., ex s.s. "Moldavia." From Calcutta, ex s.s. " Pestawar," From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within

Goods not cleared by the 30th inst., at 4 P.M. will be subject to rent. -No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for Examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods

have left the Godowns. E. A. HEWETT, Superintendent.

NOTICES TO CONSIGNEES

TOYO KISEN KAISHA SOUTH AMERICAN LINE.

> NOTICE TO CONSIGNEES. S.S. "MANSHU MARU."

Optional Cargo will be forwarded on unless undelivered after the 1st July will be subject Tls. 73. Nationals are unchanged.

examined on the 28th inst., at 10 AM. No Fire Insurance whatever will be effected. K. MATSDA,

Manager, York Building. Hongkong, 25th June, 1909.

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"AWA MARU," having arrived from the above Ports, signees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY. Goods not cleared by the 1st July will be

subject to reus. No Fire Insurance has been effected. Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Goddwns.

NIPPON YUSEN KAISHA. Hongkong, 24th June, 1909.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH," FROM GLASGOW, LIVERPOOL AND STRAITS.

that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves

delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject

All Claims against the Steamer must be presented to the Undersigned on or before the 25th July, or they will not be recognized. -All broken chafed, and damaged Goods as No Claims will be admitted after the Goods to be left in the Godowns, where they will be examined on the 2nd July, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & Co., LTD., Agents.

Hongkong, 25th June, 1909. NORDDEUTSCHER LLOYD, BREME

IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND." having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium. Treasure and Valuables, are being landed and stored at their risk into the vessel are hereby informed that all Goods | hazardons and or extra hazardons Godowns of Point Godowns, whence delivery may

obtained. No Claims will be admitted after the Goods have left the Godowns, and all goods remaining be left in the Godowns, where they will be ex- undelivered after the 2nd July, will be subject

No Claims will admitted after the Goods have | All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be All Claims must reach us before the 6th July, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the

undersigned NORDDEUTSCHER LLOYD, MELCHERS & Co. General Agents:

Hongkong, 25th June, 1909. AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

NOTICE TO CONSIGNEES. FROM YOKOHAMA, KOBE AND

SHANGHAI. THE Company's Steamship

"E. FRANZ FERDINAND," having arrived, Consignees of Cargo are hereby informed that Goods will be landed into the nazardous and/or extra hazardous Godowns of The Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery

may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 2nd July, or they will not be

recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 2nd July, will be subject to rent. Bills of Lading will be countersigned by

SÄNDER, WIELER & Co.,

Hongkong, 25th June, 1909.

ON SALE.

DOUND VOLUMES of the HONGKONG WEEKLY PRESS. July to December. 1908. With INDEX. Price \$7.50. On sale at the "Hongkong Daily Press

Hongkong, 21st January, 1909.

SHARE REPORT.

Messrs. Erich Georg & Co., in their weekly share list, dated 26th June state :- Business has continued rather slack during the week under review, and several stocks have weakened. The sterling demand rate of exchange on London | The French Chamber upon reassembling on closes at 1s. 9 red., while rates on Shanghai are the 2nd inst. after the Whitsuntide recess Tls. 74g for a Bank /T, and Tls. 75 to Tls. resumed the debate on the first reading of the 75g for a three days' sight Private Bill, the rate new working agreement which was concluded in Shanghai on this for a three days' sight between the Government and the Messagories Private Draft being Tls. 743. Barsilver in Maritimes Shipping Company last October. London is quoted 24 dd., and Consols £84 g. The convention, of which some account was The Bank of England's rate of discount given at the time, was provisionally concluded remains 21 per cent., while the private market for a period of 20 years, and the effect of its rate of discount is 1s per cent.

sold at \$995 and \$1,000, and the market closes company. Instead of increasing the sabsidy No Claims will be admitted after the goods steady at latter rate; London quotes £94; in the under the existing mail contract, the Government have left the godown and all goods remaining north shares sold at \$1,015, with an exchange of preferred to frame a scheme by which the amount

small sale of Cantons at \$195.

FIRE INSURANCE SHARES .- Hongkongs can the company is authorized to make on the be placed at .345. A few small odd lots of security of the assets of the subsidized lines, the Chinas fetched \$111, the market closing strong | States reserves the right to participate in the with buyers at that floure.

while in Shanghai the nominal rate is Tis. 50; right of control. in London the prices have dropped to £3. 15s. Od, for preference shares, and £2.5s. for deferred. Bearer scrip, while London quotes sellers at 65s. | ratification by Parliament, has been approved shares. Shell Transports have buyers at 64s. for for Name shares. Other stocks under this leading are unchanged but without any trans-

REFINERIES. - Small lots of China Sugars have changed hands at \$140, \$1371 and \$135, and at latter rate a few more shares are wanted. Luzons are unchanged.

MINING SHARES.—Charbonnages are inquired for at \*625; at a meeting, held in Paris; a dividend of fres. 75 per share for 1908 has been declared, but the report has not yet come to hand. Raubs sold at 394 for fully paid up shares, and at 9 and 883 for ordinary shares the market closing with sellers at \$9. Chinese Engineering and Mining Company's shares are steady at Tls. 183.

DOCKS. WHARVES, GODOWNS, &c. Hong. kong and Whampon Dock shares are in demand at \$63, but holders are sticking out for higher rates. Fenwicks, as well as New Amoy Dock shares, are nuchanged. Shanghai Docks tumbled in the North to Tls. 76, but our yesterday's wire quotes them sales at Tls. 78; here Tls. 79 has been paid just now, but more shares are on offer. Hongkong and Kowloon Wharves sold at declining rates, as low as \$55 having been accepted; at that figure, however, there are further bayers, and no sellers apparently under 857. Our Shanghai wire, quotes Shanghai and ongkew Wharves Tls. 160 bayers. LANDS, HOTELS AND BUILDINGS.—Hongkong

Lands recoded to sales at \$ 07, and have sellers now at \$108. Kowloon Lands are firm at \$30. West Points changed owners at \$461. Hongkong-Hotels have been done at \$68 for old, and \$38 for new shares; the latter issue is in request Humphrey's Estates changed hands at \$93 and continue in request. Shanghai Lands are quoted

COTTON MILLS. - Ewes have advanced to Tis. 125. Other stocks under this heading are unchanged. SUNDRY MANUFACTURING COMPANIES .--

China Light and Powers have ruled unsteady, but after a sale at \$6½ close steady at that was closed against Christianity, had now figure. Hongkong Electrics sold and have further buyers at :20. Ropes fetched \$25. Green Island ements sold at \$9.10, \$9 and \$8.90,

China Providents are wanted at 39.60. Tramways have buyers at \$131 for old and \$11 or new shares. H. Price & Co.'s are quoted \$1 or the dividend of 80 cents payable to-day. Langkate have improved to Tle. 1.045, at which rate there are sellers. In other stocks under this heading no sales have been effected and tates are unchanged.

> A STRIKING PREDICTION. PISCAL PROPHET IN 1835.

Mr. T. K. Stubbins, formerly of Australia, of The Daily Mall at home and in the Colonies, the pure Gospel for secondotal practices. writes to our contemporary as follows :-Sir.—In the light of the industrial crisis and

the present Budget proposals the following prophecy taken from the "Agricultural and Industrial Magazine " of the year 1835 (quoted by Mr. Aleo Forbes. J.P., of Aberdeen, in his Plea for Fair Trade "just published) is "In those days when England shall have

reached the measure of her greatness, verily the hour of her tribulation will be at hand. The nation shall be delivered up for experiment to loan jobbers and political economists. The removal of all protective duties will afford matter of gain and derision to other nations, while desolation, misery, and despair shall hourly increase at home. The nation shall be dependent upon foreign harvests for food, and astonishing nonsense shall be talked touching Free Trade and the theory of exchanges. But the eyes of the people shall be opened; they will grow weary.

In 1879 Bismarck openly recanted his Free Trade opinions and frankly declared, "I am willing to confess my past errors. It is necessary our fiscal policy should be changed, and I will do it or make way for someone else." In the discussion which followed he urged: "Let us take gare to preserve at least the German markets to German industries" Anyone who knew Germany then and knows it now will not ask whether the change has been beneficial to the Jerman working classes.

Yet England is more dependent than Germany or any other nation for her prosperity, and even for her continuance as a first-class Power, on her industrial success. For she has no great. agricultural resources, and if we except coal no great mineral wealth.

This is no place to discuss the theory of exchanges which, we are assured, is the lion in the path of reform in England; nor of the associated fact that we must import much of our food. Those arguments are, no doubt, the honest convictions of an honest school of doctrinaires; but it is certain that they are mistaken ones, which, in the light of practical considerations, the advancing tide of experience and knowledge, and the efforts of reformers, have been already largely swept aside.

If Taviff Reform had not been made a purely party question by the Liberals, is there room to doubt that it would have been carried long age?-T. K. Stabbins. Constitutional Club, May 4, 1909.

FRENCH SHIPPING SUBSIDIES.

terms is to associate the State as partner in the BANK SHARES-Hongkong and Shanghais fortunes of the most important French shipping of the subsidy payable under the new agreement MARINE INSURANCE SHARES.—Unions have is to vary in accordance with the increase or All broken, chafed and damaged goods are to sellers at \$840, China Traders buyers at \$852, decrease in the company's earnings. The be left in the godowns where they will be North Chinas buyers at Tls. 106, Yangtses subsidy, moreover, is to be payable only in buyers at \$215, and Cantons sellers at \$195, but | consideration of services on certain fixed routes. no transactions have been reported, except a In return for a guarantee of the new issue of capital to provide for new construction which

> profits of the subsidized lines and, in certain SHIPPING SHAKES-Hongkong, Canton and | circumstances, of the unsubsidized lines. The Macao Steamboat shares have been done at \$33, company for its part undertakes to institute at which figure further shares can be placed. more frequent sailings to Indo-China, to in-Indo-Chinas, on receipt of a wire from London | crease the rate of speed on the chief lines as the giving the bad result of the 1908 working, ships are put on, and to organize a system of weakened at once and are nominal now at \$67 pensions for its servants. The State claims the OPPOSITION TO THE SCHEME. Although the agreement, which still requires

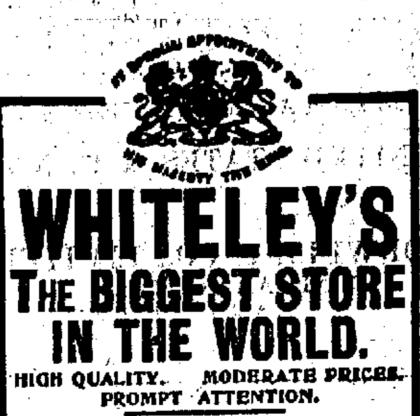
by the Committees for Naval, Postal, and Foreign Affairs of the Chamber of Deputies, it is being bitterly opposed in the House itself and by a number of Chambers of Commerce. Thus the Chambers of Commerce of ports like Havre and Bordeaux have denounced it as a pernicious innovation which is calculated to discourage, if not atterly to destroy, private shipping enterprise in France. It has been urged that before concluding new mail contracts tenders ought to have been invited, and the new agreement with the Messageries Maritimes has been represented as being tantamount to a monopoly in favour of the great Marseilles company. The critics of the scheme have above all protested against the further extension of the principle of State ownership, the merits of which, in their opinion, have not yet become apparent in the case, for example, of the Western Railway Company since it passed into the hands of the State. A Deputy in the House summed up the misgivings of this class of objectors in the words :-- "The State as master and employer is destroying the State severeign "; and another member declared, that State management of any concern was vastly

inferior to the worst private management. The Government for its part has replied that there has been a question merely of revising an existing contract, and that in any case considerations of general policy rendered it expedient to recognize the magnitude of the stake which the company represented from a national point of view.

The debate stood adjourned when the mail left.

THE CENTRAL ASIAN MISSION.

At the annual meeting of the Central Asian Mission, held at the Institute of Journalists, Mr. Theodore Howard, who presided, said that the China Inland Mission, though beginning under that name when inland China about 900 missionaries at work, and the preaching of Christianity was possible all over China. He saw no reason why that little mission should closing with sellers at \$9. Other stocks under not have a similar future in Central Asia, this heading are unchanged and without any Colonel G. Wingate said that the mission's talk would have been much less difficult if it had MISCELLANEOUS.—China-Borneos sold at \$14 only to do with the faiths prevailing there in to \$15, closing with sellers at latter figure, the early days of the Christian era-the faiths. of Zoroaster, the Jains, and the Buddhists, instead of the now dominant Mahomedanism. The Church Missionary Society had mission posts along the frontier ready for a forward movement, and he hoped to hear of a movement into such territories as Baluchistan. Every mail from India told of travellers and men of science who had been able to advance in these countries; should the Gospel only be excluded? Where it was possible for ritish Government officers to go, were the missionaries to be shut out? Some of the most remarkable converts to Christianity on the frontier had been Mahomedans. The Gospel set before the Mahomedans, however, must be the pure Gospel. One reason why the who has given £100 as a prize for an essay on early Christian Churches went down like nine-Tariff Reform, to be competed for by readers | pins before Islam was that they had forsaken



any Departmental List sont Free to come fide applicants. WM. WHITELEY, Ltd., UNIVERSAL PROVIDERS.

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LONDON, W.

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LORDS, AND HOUSE OF COMMONS.



THIS VAT WAS STARTED BY THE LATE ROBERT THORNS OF CREENOCK INDINAS BEEMSOLDAS MIS CINCE 1830

# SCOTCH WHISKY

ETLE AGENTS IN HONG KONG, CHINA & MANILLA A. S. WATSON & CO, LTD.

A LING & CO. 19, QUEEN'S ROAD CENTRAL.

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Photographic Goods of every Description in Stock.

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Cameras fitted with "ZEISS," "GOERZ," "ROSS" & "ALDIS Legises. DEVELOPING AND PRINTING

A SPECIALITY. Hongkong, 24th April, 1909.

INSURANCE

NORTH BRITISH AND MERCAN-TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31st DECEMBER, 1907 £18,114,624.

Authorised Capital ... £3,000,000 Subscribed Capital .... Paid-up Capital ..... II. Fire Funds

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.,

Hongkong, 21st July, 1908.

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907.

SURGEON DENTIST. No. 10. D'AGUILAR STREET.

TERMS VERY MODERATE Consultation Free. Hongkorg, 21st September, 1905.

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 m.m. With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS. SIEMSSEN & Co. Hongkong, 6th March, 1907.

NEW CARTRIDGES.

TOY popular English Manufacturers. In all Bores and Sizes. SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100, SBORTING REQUISITES and AIR GUNS in Variety. Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906.

TAVID CORSAR & SON'S MERCHANT NAVY NAVY BOILED EONG FLAX RELIANCE CROWN TARPAULING ARNHOLD, KARBERG & CO. Sole Agents.

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period at one stage of its preparation. When strength is returning after illness, a carefully regulated and increasing amount of exercise for the digestive functions is beneficial. Benger's Food is the only food which can be prepared so as to give the stomach this regulated amount of work.

Benger's Food is sold in Tins by Chemists, &c., everywhere.

A Food of great mutritive value which

can be made suitable for any degree of

digestive power by the simple process of

letting it stand for a longer or shorter

DINNEFORD'S

The Physician's Cure for Gout, Rheumatic Gout and Gravel.

Balest and most

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The Universal Remedy for Acidity of the Stomach, Hesdache, Heartburn, Indigestion, Eructations, Bilious Affections. INNEFORDS

Regular Use.

A GOOD START IN LIFE.

Mothers should early realize how essential good health is for the success of their child in after life. A badly nourished baby generally means an undersized child, wanting in stamina and vigour. If unable to nurse your baby, you must give the substitute that most closely resembles human milk. No farinaceous or starchy food or unmodified cow's milk is permissible to a child under 6 or 7 months of age. The "Allenburys" Milk Foods are so prepared as to remove the difference between cow's milk and human milk, and they are as easy of digestion as the natural food of the child, The "Allenburys" Foods are alike suitable for the delicate and robust, and, when used as directed, form the best means of

rearing a child by hand. The No. 1 Milk Food may be given alternately with the mother's milk without fear of upsetting the child or causing digestive disturbance. The dreaded process of weaning is thus made easy and comfortable both to the mother and child.

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MILK FOOD No. 1. From birth to 3 months.

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MALTED FOOD No. 3. From 6 months and upwards.

FEEDING SENT FREE.

HANBURYS Ltd., 37, LOMBARD STREET, LONDON, E.C.

### ehipping.

ARRIVALS. BUJUN MARU, Japanese str. 1,818, Y. Fuseno, 27th June - Shanghai 20th June, General -Osaka Shosen Kaisha.

Cheonosuma, British str., 25th Lune-Canton, CHIHLI, British str., 1,143, Warrack, 26th June -Iloilo 15th and Cebu 21st June. Sugar-Butterfield & Swire.

C. JEBSEN, German str., 27th June-Canton. DAIJIN MARU, Jap. str., 1,876, F. Kaburaki 27th June-Swatow 26th June, General-Osaka Shosen Kaisha. EASTERN, British str., 3,586, W. G. McArthur, 27th June-Australian Ports, Melbourne

25th May and Sydney 5th June, General-Gibb, Livingston & Co. FOOSHING, British str., 1,423, T. Lishman, 25th June - Ta-Ching-Ho 18th June, Salt -

Jardine, Matheson & Co. HAILAN, French str., 377, O. A. Hoeg, 27th June-Holhow 25th June, General-A. R. 1 Marty.

HAIMUN, British str., 636, J. W. Evans, 26th June-Swatow 25th June, General-Douglas, Lapraik & Co.

HAIVANG, British str., 1,362, A. E. Hodgins, 27th June-Foothow, Amoy and Swatow 26th June, General-Douglas, Lapraik &

HINBANG, British str., 1,536. Smith, 26th June -Moii 20th June, Coal -- Jurdine, Matheson & Cor

HUPER, British str., 1,205, H. Mathias, 26th June -- Pulo Sambo 17th June, Kerosine-Butterfield & Swire. ITBAKA, British str., 26th June-Canton.

Konang St. French str., 4,983, Imbert, 27th June-Singapore 21st June, General-Messagories Maritimes. K WANGLEE. Chinese str. 26th June-Canton.

Machew, German str., 996, K. Zöllner, 26th June-Bangkok and Swatow 25th June. Rice-putterfield & Swire. OCEANO, British str., 3,050, F. W. Davies, 27th June-Manila 24th June, General-

Lodwell & Co. ORESTES, British str., 2,992, R. D. Owen, 26th June Singapore 21st June, General -Butterfield & Swire.

Prometheus, British str., 3,583, George Moir, 27th June Liverpool 22nd May and Singapore 22nd June, General—Butterfield & Swire.

QUINTA, German str., 987, T. Frahm, 26th June - Wakamatsu 20th June, Coal-Siemsson & Co. RAJABURI. German str., 1,189, H. Bromer, 25th

June-Bangkok 18th June, Rice -- Melchers & Co. SILVIA, German str., 3,575, Porzelius, 26th June-Foochow 24th June, Tea & General

-Hamburg-Amerika Linie. SUNGKIANG, British str., 987, G. H. Pennefather, 26th June-Iloilo 22nd June, General-Butterfield & Swire.

TAIWAN, British str., 27th June-Canton. THORDIS, Norwegian str., 1,091, J. Jorgenson, 26th June—Bangkok 18th and Swatow 25th June, General-Kin Tve Long. TJIPANAS. Dutch str., 2,444. A. Pander 26th June-Swatow 25th June, General-Java-

China-Japan Lijn.: YATSHING. British str., 1,424. M. Courtney, 26th June-Chingwantae 20th June, Coal Jardine, Matheson & Co

#### DEPARTURES\_ 26th June.

DEVANHA, British str., for Europe, &c. FURUI MARU, Japanese str., for Moji. HONGBEE. British str., for Amoy. KEONGWAI, German str., for Swatow. KIANG PING, Chinese str., for Chinking. PRINZ SIGISMUND. Ger. str., for Yokohama. Rust, British str., for Manila. SPIR, Norwegian str., for Canton. TELEMACHUS, British str., for Saigon. TJIKINI, Dutch str., for Yokohama.

27th June. A LESIA, German str., for Calcutta. CHENAN, British str., for Shanghai. CHEONGSHING, British str., for Swatow. FAUSANG, British str., for Kobe. HAIMUN, British str., for Swatow. HUPEH, British str., for Foochow. J. DIEDERICHSEN, Ger. str., for Holhow. KWONGSANG, British str., for Shanghai. SIKH. British str., for Shanghai.

SHIPPING REPORTS. The Pritish str. Haiyang reports: Fresh S.W. breeze and fine clear weather. The British str. Oceano reports: Moderate wind and sea, fine clear weather throughout the

The British str. Fooshing reports: Light to moderate winds heavy S.S.W. swell from Ocksen to port.

The British str. Hinsang reports: From Moji to Hisshans moderate N. Easterly wind and fine weather, from thence to port, light to moderate Southerly wind with fog at intervals and heavy S S.W. swell.

VESSELS IN DOCK.

June 26th. ABERDEEN DOCK .--KOWLOON DOCK .- Honam, Lekin, Glenogle,

COBMOPOLITAN DOCK .-

VESSELS ON THE BERTH

TAIROO DOCK-Maple Leaf, Anhui.

FOR SINGAPORE, PENANG AND

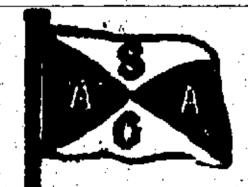
CALCUTTA Taking Cargo on through Bills of Lading to

Rangoon, Madras and Mauritius.

THE Steamship "ARRATOON APCAR," Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 29th inst.,

at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents. Hongkong, 25th June, 1909.

HONGKONG-BOSTON-NEW YORK.



AMERICAN ASIATIC STEAMSHIP Co. FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL. (With Liberty to call at the Malabar Coast.)-

S.S. "ST. PATRICK" About 13th July. For Freight and further information apply to-

SHEWAN TOMES & Co., General Agents. Hongkong, 3rd June, 1909.

## VESSELS ADVERTISED AS LOADING

To accertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commoncing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h" midway between Hongkong and Kewloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting she section.

SECTIONS.

3 From Blake Pier to Naval Yard, 17 From Green Island to the Harbour Master's. 4 From Naval Yard to East Point. 21 From Harbour Master's to Blake! Pier.

				I		
				04 mm 4 T30		TO BE DESPATCHED
DESTINATION	VESSEL'S NAMES	FIAG & BIG	BERTE	CAPTAIN	FOR PREIGHT APPLY TO	TO BE DESIRIONAD
			1			
			<del></del>	[ <del></del>		
						A Section 1997
LONDON & ANTWERP VIA BINGAPORE, &c	NAMUR	Brit. str		,	P. & O. S. N. Co.	About 30th inst.
LONDON &C., VIA USUAL PORTS OF CALL	ASSATE	Brit. str			P. & O. S. N. Co	On 10th July, at Noon.
LONDON. & ANTWERP	SEGURA	Brit. str		Hayes	Jandine, Matheson & Co., Ld.	About 20th July.
ROTTERDAM & HAMBURG, VIA STRAITS, &c.,	ISTRIA	Ger. str			· ·	On 20th July.
ANTWERP, ROTTERDAM & HAMBURG, &c	SITHONIA	Ger, str		Brehmer	HAMBURG-AMBRITA LININ	On let July.
HAVRE & HAMBURG vi STRAITS. &?	BRASILIA	Ger. str	k. w.	Jager		On 22nd July.
HAVRE, COPENHAGEN & ST. PETERSBURG	SIAM	Bwed. str			MELOHERS & Co	Middle of July.
HAVRE, BREMEN & HAMBURG, &c	SCANDIA	Ger. str	1	1	HAMINIPG-AMPRIKA LINIE	On 2nd July.
MARSEILLES, &c., VIA POBTS OF CALL	TOUBANE	Fr. str		Lancelin	Museagries Mentimes	On 6th July, at 1 P.M.
Marseilles, London & Antwerp via Singapore, &c.	BINGO MARU	Jap. etr			NIPPON YUBAN KAIBHA	On 7th July, at D'light:
MARSEILLES LONDON & ANTWERP	CARDIGANSHIBE	Brit. str			JARDINE, MATHESON & Co. LD.	About 12th July
MARSHILLES, LONDON & ANTWERP VIA SINGAPORE, SO.	KAWACHI MABU	Jap. str	***		NIPPON YUSEN KAISUA	On 21st July, at D'light
GENOA. MARSEILLES, London, & Antwerp, &c.	HIBANO MABU	Jap. str	I	Wm. Frasor	Nippon Yusen Kaisha	About 30th inst.
CALLAO, IQUIQUE, &c., VIA JAPAN PORTH, &c	MANSHU MARU	Jap. atr			TOYO KIRBY KAISHA	On let July, at Noon.
NAPLES. GENCA, ALGIERS, GIBRALTAR, &C	P. R. LUITPOLD	Ger. atr			Melchers & Co.	On S0th inst., at Noon.
	E. F. FEBDINAND	Aus. str			SANDER. WIELER & Co	To-morrow at Noon.
BOSTON & NEW YORK VIA POBIS & SUEZ CANAL	ST. PATRICK	Brit. str			DODWELL & Co., LTD	About 18th July: On 3rd July, at 6 P.M.
VANCOUVER VIA SHANGHAI JAPAN, &c	EMPRESS OF CHINA	Brit. str		l i	CANADIAN PACIFIC R. Co	On 14th July, at Noon.
VANCOUVER VIA SHANGHAI JAPAN, &c	MONTEAGLE	brit. efr	Im.	100	CANADIAN PACIFIC R. Co	On 3rd July.
TUTOTIES ATT TERRITORIAL WITHING A TO SELL ALL ALL ALL ALL ALL ALL ALL ALL ALL	TACOMA MABU	Jap. atr		Yamamoto		On let July.
VICTORIA, B.C., & TACOMA VIA APAN	OCEANO	Brit, str	1	F. W. Davis	Dodwell & Co. Ltd.	On 6th July, at 4 P.M.
VICTORIA, H.O., & SEATTLE VIA KEELUNG, &C.	TANGO MABU	Jap. str		S. Ishikawa	NIPPON YUSHN KAISHA	On 20th July, at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &C.	AKI MABU	Jap. ser		K. Sato	NIPPON YUSEN KAISHA	On 16th July, at 10 A.M
AUSTRALIAN PORTS VIA MANILA	PRINZ SIGISMUND	Ger. str	} · .		MELCHEBS & Co	On 9th July, at Noon.
AUSTRALIAN PORT VIA MANILA	RUMANO MARU	Jap. str	ł .	1	Nippon Yusen Kaisha	On 19th July, at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Britistr	l m.	L. Dawson	BUTTERFIELD & SWIRE	On 6th Aug., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MABU	Jap. str			NIPPON YUSEN KAISBA	On 9th July, at 5 P.M.
KOPE & YOKOHAMA	TAMBA MARU	Jap. etr	1	C. H Butler	• - •	On 7th July, a 2 P.M.
KOBE & YOKOHAMA	HINSANG	Brit. str		W. J. Davies		On 7th July, at Noon.
NAGASAKI. KOBE & YOKOHAMA	YAWATA MARU	Jap. atr	<b>.</b> –	T. Eckine	NIPPON YUSEN KAISHA	On 30th July, at 5 P.M.
NAGASAKI, MOJI, KOBE & YOKOHAMA	ARBUTA MARU	Jap, str		Wm, Thompsen,	BUTTERFIELD & SWIRE	On 30th inst, at 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	HU10H0W	Brit. str. ,.	lm.		MELCHBRS & Co	Middle of June.
BHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str	<b>t</b> ' .		NIPPON YUSEN KAISHA	On let July, P.M.
SHANGHAI, & KOBE	TOTOMI MARU	Jap. str.				On let July, at 4 P.M.
BHANGHAI	ANBUI	Brit. etc	<b>.</b> .	Rud. Meyer		About 1st July.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KLRIST	Ger. str	k.w.	Peter	_	On 2nd July.
SHANGHAL YOKOHAMA & KOBb	SLAVONIA	Brit. str		C C Talbot RNR	P. & O. S. N. Co	About 2nd July.
SHANGHAI, MOJI, KOBE & YOKOHAMA	BARDINIA	Brit. str			Jardine, Matheson & Co.,Ld.	On 3rd July, at Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	NAMBANG	Brit. str	1 m.	Williams		On 4th July, at D'light
SHANGHAI	CALEDONIEN	Frenstr		Brano		On 5th July, P.M.
SHANGHAL KOBE & YOKOHAMA	77	Brit. str.	lm.		BUTTERFIELD & SWIRE	On 8th July, at 4 P.M.
SHANGHAI	PRITA	Brit. str.		B. W. H. Snow	P. & O. S. N. Co	About 8th July.
SHANGHAL VOYOHAWA & KORE		Ger. str	k.w.		HAMBURG-AMERIKA LININ	On 18th July.
BHANGHAI, YOKOHAMA & KOBE	TJIMAHI	Dut. str	_	Bouman	JAVA-CRINA-JAPAN LIJN	Quick despatch.
NINGPO & SHANGHAI		Brit. str.	lm.		BUTTERFIELD & SWIRE	To-morrow, at Daylight
WATOW, AMOY & TAMSUI	DAIJIN MARU	Jap. str			OBAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
SWATOW, AMOY & FUOCHOW	HAIYANG	Brit. str	2 h		DOUGLAS LAPRAIR & Co	To-morrow, at 2 P.M.
SWATOW, AMOY, FOOCHOW & SHANGHAI	<b>71 8</b>	Jap. str			OBARA SHOSEN KAISHA	On 1st July, at 10 a.m.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str	2 b.		DOUGLAS LAPBAIR & Co	On 2nd July, at 2 P.M.
MANILA	TAMING	Brit. str		A. Somerville	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
MANTTA	TUENBANG	Brit, str		P. H. Rolfe	JARDINE, MATRESON & Co., LD.	On 2nd July, at 4 P.M.
MANILA	7	Brit. str	1	R. Rodger		On 3rd July, at Noon, 🐰
MANILA	TEAN	Brit, str	· -		BUTTERVIELD & SWIRE	On 6th July, at 8 P.M.
MANILA	1 T				JARDINN, MATHESON & Co., LD.	On 9th July, at 4 P.M.
MANILA	l <b>–</b>	Brit. str			SHEWAN, TOMES & Co	On 10th July, at Noon.
CEBU & ILOILO	<ul> <li>We make a security of the second of the secon</li></ul>	Brit. str	l m		BUTTERFIELD & SWIRE	On 30th inst., at 4 P.M.
KUDAT & BANDAKAN	Borneo	Ger. str	· - ·	1 7 7	MELCHERS & Co	Beginning of July.
	M Large Market	Jan. str	· · · · · · · · · · · · · · · · · · ·	A. Mocker	NIPPON YUSEN KAISHA	To-morrow.
BINGAPORE, PENANG & CALCUTTA	ARRATOON APCAR	Brit. str		A. Blewart	DAVID SASSON & Co., LTD	To-morrow, at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	LIGHTNING	Brit. str.	,	A. E. Gentles	DAVID SABSOON & Co., LTD	On 3rd July, at Noon.
RINGAPORE, PENANG & CALCUTTA	FOOMBANG	Brit. str		200 200 200 200	JARDINE, MATHESON & CO., LD.	On 6th July, at 3 P.M.
BATAVIA, SAMARANG & SOUBABAYA	SHARTUNG	Brit. etr.	-	J. Robinson	BUTTERFIELD & SWIRE	To-morrow, at 4.P.M.
BATAVIA, CHERIBON, SAMARANG, &c	TJIPANAS	Dat. str	<u> </u>	Pander	JAYA-CHINA-JAPAN LIJN	About 3rd July.
Principle of the Principle of the Control of the Co						
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			<u> </u>			

# THE BANK LINE

Taking Carge on through Bills of Lading to all Overland Common Points in the United States of America and Canada and also for the Principal Ports in Mexico and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA. B.C.. SEATTLE & TACOMA

MUJI, KUBE AND IUMUHAMA.					
Steamer.	Tons.	Captain.	Sailing Date.		
OCEANO	4,657 6,232	F. W. Davis	On 1st July. On 29th July.		

J. Boyd ... ... ... S. Shotton ...

\* These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

On 26th August.

On 23rd t eptember.

Hongkong, 18th June, 1909.

AYMERIC ... ...

• SUVERIC ... ...

DODWELL & CO., LIMITED. GFNERAL AGENTS. QUEEN'S BUILDINGS. 8

### NORDDEUTSCHER LLOYD. IMPERIAL GERMAN MAIL LINES.

NAPLES, GENOA, ALGIERS,) "PRINZ REGENT LUITPOLD" ( Wed'day, 30th GIBRALTAR, SOUTHAMPTON, Capt. H. KIRCHNER June, at Noon. ANTWERP & HAMBURG About Thursday, SHANGHAI, NAGASAKI, KOBE "KLEIST" Capt. Run. MEYER 1st July. & YOKOHAMA... ... "BORNEO" Beginning of KUDAT & SANDAKAN ... ... ... Capt. F. Sembill MANILA, YAP, NEWGUINEA, Friday, 16th "PRINZ SIGISMUND BRISBANE, SYDNEY and July, at 10 A.M. Capt. D. LENZ MELBOURNE ... For further Particulars, apply to

> NORDDEUTSCHER LLOYD, MELCHERS & Co.,

GENERAL AGENTS HONGKONG & CHINA. Hongkong, 26th June, 1909.

# CANADIAN PACIFIC RAILWAY

ROYAL MAIL STEAMSHIP LINE. "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 21 DAYS HONGKONG TO VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong.

"EMPRESS OF CHINA" SAT., 3rd July. "EMPRESS OF IRELAND" Fri., 30th July. "MONTEAGLE" WED'DAY, 14th July. "EMPRESS OF INDIA" SAT., 24th July. "ALLAN LINER" FRIDAY, 20th Aug. "EMPRESS OF JAPAN" SAT., 14th Aug. "EMPRESS OF BRITAIN" FRI., 10th Sopt. EMPRESS OF CHINA" BAT., 4th Sept. "ALLAN LINER" FRIDAY, 1st Oct.

> Steamships leave HONGKONG at 6 P.M. "Empresa " Monteagle " at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Company's NEW PALATIAL "EMPRESS." Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to

Europe. Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York £71.10 Intermediate on Steamers

and 1st Class Railway ... First Class rate to London includes cost of Meals and Herth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE," carries Intermediate Passengers only, at Intermediate rates

affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays, opposite Blake Pier.

# MESSAGERIES MARITIMES

FRENCH MAIL LINES. FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL. MM

SHANGHAI, KOBE YOKOHAMA MARSEILLES VIA PORTS SHANGHAI, KOBE &

MARSEILLES, VIA PORTS

YOKOHAMA ...

FORTNIGHTLY

STEAMERS "CALEDONIEN" Capt. Bruno "TOURANE"

SHANGHAI.

Capt. Lancelin "ERNEST SIMONS" Capt. Girard "ARMAND BEHIC" Capt. Lafont

SERVICE TO AND FROM JAPAN VIA

On 6th July, 1 P.M. On 19th July, P.M. On 20th July. 1 P.M.

TO SAIL.

On 5th July, P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levante, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles. For Further Particulars, apply to-

Hongkong, 23rd June, 1909.

P. DE CHAMPMORIN, AGENT, Queen's Building.

### **VESSELS ON THE BERTH**



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT) Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the BRAZILE to RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

"E. FRANZ FERDINAND." Captain E. Nitsche, will be despatched as above TO-MORROW, 29th inst., at Noon. This Steamer has splendid accommodation for passengers, electric light and carries a doctor and stewardess. For information as to Passage and Freight.

THE Company's Steamship

SANDER, WIELER & Co., Agents.

Princes Buildings. Hengkong 28th June, 1909. FOR SINGAPORE PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius

### THE Steamship

"LIGHTNING." Captain A. E. Gentles, will be despatched for the above ports on SATURDAY, the 3rd July, at Noon.

For Freight or Passage, apply to DAVID SASSOON & Co., LD.

Hongkong, 26th June, 1909. "SHIRE" LINE OF STEAMERS, LTD,

FOR MARSEILLES, LONDON AND

ANTWERP. THE Steamship

"CARDIGANSHIRE," Capt. W. O. Tyers, will be despatched as above on or about the 12th July. For Freight apply to

JARDINE, MATHESON, & Co., Ltd., Hongkong, 24th June, 1909. "SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"SEGURA." Captain Hayes, will be despatched as above on or about the 20th July. The attention of passengers is drawn to the excellent accommodation provided by this vessel at cheap rates. She is specially adapted for

gerating machinery, and Electric Fans in State-rooms. Doctor and stewardess are carried. Fare to London £35. For Freight, or Passage, apply to-

service in the tropics, being fitted with refri-

JARDINE, MATHESON & Co., Ld., Hongkong, 24th June, 1909



### MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK," A.1, A.B.C., and Engineering Code Used NEW DOCK NOW OPEN.

DOCK No. 3. Extreme Length ... ... Length on Blocks Length on Blocks ... 714 ... Width of Entrance on Top ... 961 ... Width of Entrance on Bottom ... 881 .,, Water on Blocks at Spring Tide 341 ,, DOCK No. 1. Extreme Length ... Length on Blocks Width of Entrance on Top ... Width of Entrance on Bottom ... 77 ,... Water on Blocks at Spring Tide 63 ,...

DOCK No. 2. Extreme Length ... Length on Blocks Width of Entrance on Top Width of Entrance on Bottom ... Water on Blocks at Spring Tide 22 PATENT SLIP. Suitable for vessels up to 1,000.

THE WORKS are well equipped with LATEST PLANTS and APPLI-ANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK. A LARGE STOCK of MATERIALS is

always kept on hard. The COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready Short Notice. [805]



# PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

REMARKS STRAMERS LONDON and ANTWERP VIA SINGAPORE, PEN. (NAMUR ...... About 30th ? Freight and ANG, COLOMBO PORT ( Capt. H. W. Kenrick, R.N.B.) SAID and MARSEILLES ...... SHANGHAI, MOJI, KOBE | SARDINIA ....... About 2nd and YOKOHAMA ...... Capt. C. C. Talbot, B.N.B. ... July Freight and DELTA About 8th Freight and Capt. B. W. H. Snow July Passage. LONDON VIA USUAL PORTS ASSAYE
OF CALL Capt. O. Jones, B.N.R. July Advertisement. For further Particulars, apply to

E. A. HEWETT, Superintendent. Hongkong, 28th June, 1909.

# SAILINGS SUBJECT TO ALTERATION.

, , , , , , , , , , , , , , , , , , , ,	, , , , , , , , , , , , , , , , , , ,	
FOR	STRAMERS	TO BAIL.
NINGPO and SHANGHAI	"C'YIHLI"	On 29th June, D'light
MANILA	" AMING"	On 29th June, 3 P.M.
BATAVIA, SAMARANG and Sourabay.	A" SHANTUNG"	On 29th June, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	" HIIICHOW"	On 30th June, 4 P.M.
WEIHAI WEI, CHEFUU BEG ITENIBIN	"CTINCETANG"	On 70th Inne 4 P M
CEBU and ILOILO	A DITTITU	On 1st Tolar A par
SHANGHAI	"ANHUI"	On 18t July, 4 P.M.
LII ANGUAT	"IIINAN"	CALL ALV PLOTA TO TINTO
MANILA	"TEAN"	On oth July, 3 P.M.
MANILA SHANGHAI	"YINGCHOW"	On 8th July, 4 P.M.
MANILA, ZAMBOANGA,	produce the first term of the second	the second second to the second
THURSDAY ISLAND, COOK-		
TOWN, CAIRNS, TOWNS.		
VILLE, BRISBANE, SYDNEY,	"TAIYUAN"	On 19th July, 4 P.M.
with Transhipment for TASMANIA,		
STRING ACCIDING TO A STRING A TOTAL A TIME	,	
NEW ZEALAND, ADELAIDE,		
FREMANTLE and PERTH		

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUL" AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and

Tasmanian Ports. MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI." "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangteze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung. FARE. INCLUDING WINES, \$45 SINGLE and \$80 RETURN.

TELEPHONE 36. For Freight or Passage apply to-Hongkong, 28th June, 1909

BUTTERFIELD & SWIRE. AGENTS.



# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Culsine SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

		1000		The second secon
STEAMSHIP	Tons.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Redger	Manila	On 3rd July, Noon.
RUBI	2540	B. W. Almond.	Manila	On 10th July, Noon.
RUBI	2540	R. W. Almond.	Manila	On 10th July, Noon.

. For Freight or Passage apply to

SHEWAN, TOMES & Co., GENERAL MANAGERS.

Hongkong, 28th June, 1909.

#### STEAMSHIP DOUGLAS LIMITED.

## HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS-FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

LENYLAG. BTEAMBRS SWATOW, AMOY & CTUESDAY, 29th June, "HAIYANG" at 2 P.M. FOOCHOW. Capt. A. E. Hodgins SWATOW, AMOY & (FRIDAY, 2nd July, "HAICHING" Capt. W. C. Passmore FOOCHOW. at 2 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to-

DOUGLAS, LAPRAIK & Co.,

GENERAL MANAGERS.

Hongkong, 25th June, 1909.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.) "YUENSANG" J. Friday, 2nd July, 4 P.M. "MANILA
"YUENSANG" ... Saturday, 2nd July, 4 P.M.
"SH'HAI. YOKOHAMA, KOBE & MOJI... "NAMSANG" ... Saturday, 3rd July, Noon.
"SINGAPORE, PENANG & CALCUTTA" FOOKSANG" ... Tuesday, 6th July, 3 P.M.
"Wad'day 7th July 3 P.M. HINSANG" Wed'day, 7th July, 3 P.M.

\*\* MANILA "LOONGSANG" Friday, 9th July, 4 P.M. RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS. The Steamers "Kutsane," "Namsane" and "Fooksane" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried. Steamers, have superior accommodation for First Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 61. For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. Hongkong, 26th June, 1909.

# COPENHAGEN, SINGAPORE, BANGROK & SHANGHAI. ST. PETERSBURG & VLADIVOSTOCK.

GOTHENBURG.

FROM HONGKONG. PROJECTED SAILINGS SUBJECT TO ALTERATION.

DESTINATION			STRAMBRE	DATE OF SAILING
SHANGHAI, YOKOHAMA SHANGHAI, YOKOHAMA	and	KOBE	"SIAM"	Middle of June. 5th July.
HAVRE, COPENHAGEN. PETERBURG	and	BT. }		

For Further Particulars apply to Hongkeng, 11th June, 1909.

MELCHERS & CO., AGENTS.

# PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

STEAMERS. DESTINATIONS. MARSEILLES, LONDON and BINGO MARU Capt. A. Christiansen, ANTWERP, via SINGA-) PENANG, KAWACHI MARU Capt. H. Peterson, Capt. S. Ishikawa,

COLOMBO, and PORT SAID VICTORIA, B.C. and (§ TANGO MARU SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, S AKI MARU. YOKKAICHI, SHIMIDZU Capt. K. Sato, and YOKOHAMA SYDNEY and MELBOURNE, (KUMANO MARU Capt. N. Mathieson, vis MANILA, THURSDAY ISLAND, TOWNSVILLE YAWATA MARU Capt. T. Sekine, and BRISBANE BOMBAY via SINGAPORE (I TAKASAKI MARU Capt. A. Mocker, and COLOMBO TOTOMI MARU SHANGHAI and KOBE Capt. R. Smith, and YAWATA MARU NAGASAKI, KOBE Capt. T. Sekine, YOKOHAMA ...

TAMBA MARU KOBE and YOKOHAMA Capt. C. H. Butler. KOBE (ATSUTA MARU NAGAGAKI, MOJI, Capt. Wm. Thompsen, and YOKOHAMA § Fitted with New System of Wireless Telegraphy.

WED'DAY, 7th July, at Daylight WED'DAY, 21st July, 6500 at Daylight
TUESDAY, 6th July, 8000 } at 4 P.M. TUESDAY, 20th July, at 4 P.M. FRIDAY, 9th July,

6000 at Noon.

SAILING DATES.

(FRIDAY, 6th Aug., f at Noon. TUESDAY, 29th June. THURSDAY, 1st July, P.M WED'DAY, 7th 5000 July, at Noon. FRIDAY, 9th July, f at 5 P.M. FRIDAY, 30th July, 9000 at 5 P.M. ‡ Cargo only.

EXTRA PASSENGER SERVICE NEW STEAMERS-EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID. THE Co.'s Newly Built 9000 Ton Passenger Steamers WILL BE DESPATCHED

FROM HONGKONG AS FOLLOWS: HIRANO MARU - (Capt. H. FRASER) - - About Wed. 50th June - (Capt. F. L. SOMMER) - About Wed. 28th July. KAMO MARU - -

. (Capt. A. E. Moses). About Wed. 25th August. MISHIMA MARU ATSUTA MARU - - (Capt. Wm. Thompsen)- About Wed. 22nd Sept. CHEAPEST PASSAGE ! ATES TO EUROPE AND ABOUND THE WORLD.

#### ROUND CHEAPEST BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 31st August, 1909.
-SPECIAL-EXCURSION (1st & 2nd CLASS) AVAILABLE FOR 4 MONTHS. Yokohama Return. Kobe Return. Meji Return. Nagasaki Return. 1st CLASS \$ 70 2nd

Option of rail between Calling Ports in Japan. For further particulars apply to

Hongkong, 8th June, 1909.

KUSUMOTO. MANAGER. [15.93]

#### HAMBURG-AMERIKA IMNIED HAMBURG.

# EAST ASIATIC FREIGHT SERVICE. Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO,

to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediteranean, Leventine, Black Sea and Baltic Ports, and all North and South American Ports

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

## NEXT SAILINGS FROM HONGKONG:

OUTWARD. FOR SHANGHAI, YOKOHAMA & KOBE:

S.S. SLAVONIA ... 2nd July S.S. ANDALUSIA ... 13th July S.S. SAXONIA ... ... 20th July S.S. DORTMUND ... ... 26th July S.S. SPEZIA ... 13th Aug. S.S. C. FERD, LAEISZ .. 17th Aug.

HOMEWARD. FOR ANTWERP, ROTTERDAM & HAMBURG S.S. SITHONIA... 1st July FOR HAVRE, BREMEN & HAMBURG: S.S. SCANDIA ... 2nd July FOR ROTTERDAM & HAMBUEG: SS. ISTRIA ... ... FOR HAVEE & HAMBURG:

S.S. BRASILIA ... 22nd July Further Particulars, apply to-LINIE, HAMBURG-AMERIKA HongkongOffice. 12 Hongkong, 25th June, 1909.

# THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:-LUDGATE CIRCUS, LONDON, E.C. TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY. TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONTES exchanged

Head Office for the Far East :-16. DES VŒUX ROAD, HONGKONG.

Japan Office: 14, WATER STREET. YOROHAMA.

# JAVA-CHINA-JAPAN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	From	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP.,	JAPAN	Second half of June	JAVA	Second half of June
TJIPANAS	SWATOW .	Second half of June	JAVA	First half of July
TJIMAHI	JAVA	First half of July	SHANGHAI	First half of July
TJILIWONG	JAPAN	First half of July	JAVA	First half of July
TJIKINI	JAPAN	Second half of July	JAVA	Second half of July
TJIBODAS	JAPAN	First half of Aug.	JAVA	First half of Aug.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Salcon Passengers, and will take Cargo to all Notherlands-Indian Ports on through Bills of Lading. For Particulars of Freight and Passage, apply to the

York Buildings, 1st Floor. Hongkong, 28th June, 1909.

JAVA-CHINA-JAPAN LIJN. Telephone No. 375.

# AMERICAN

REGULAR STEAMSHIP SERVICE FOR CALLAO. IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).

S.S. MANSHU MARU ... ... 5000 tons gross ... Sail July 1st, at Noon. S.S. AMERICA MARU ... ... 6000 " " Aug. 30th, at Noon. S.S. HONGKONG MARU ... ... 6000 " " ... Oct. 26th, at Noon. S.S. MANSHU MARU ... ... 500 ,, ... ... Dec. 10th, at Noon. For particulars apply to.

K. MATSDA, Manager. TOYO KISEN KAISHA, York Building. Hongkong, 5th May, 1909

REGULAR SERVICES; PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).

TRANS-PACIFIC SERVICE. Connecting at TACOMA with

THE CHICAGO, MILWAUKER AND PUGET SOUND RAILWAY,

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY. (The only direct train service, without transhipment, also shortest and America.

fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South LEAVES. Tons STEAMERS.

(Gross reg.) SATURDAY, 3rd "TACOMA MARU" Capt Yamamoto. TACOMA VIA KEELUNG, SATURDAY, 31st "FITZPATRICK" SHANGHAI, MOJI, KOBE, SHIMIDZU and SATURDAY, 28th "SEATTLE MARU" YOKOHAMA

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE. Taking Cargo on through Bills of Lading to all Yangtsze River and North China Ports, by the steamers to Shanghai.

TUESDAY, 29th June, STEAMERS. "DAIJIN MARU SWATOW, AMOY & Capt. Y. KABURAKI ( at 10 A.M. TAMSUI SWATOW, AMOY, FOOCHOW I "BUJUN MARU THURSDAY, 1st July, Capt. Y. Fuseno & SHANGHAI at 10 A.M. Fair Speed. Superior Passenger Accommodation. Electric Light throughout.

First Class Cuisine. The Newly Built Steamers: "CHOSHUN MARU" and "BUJUN MARU" have First Class Cabina AMIDSHIP. For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local

Branch Office, at Second Floor, No. 1, Queen's Buildings. T. ARIMA, MANAGER.

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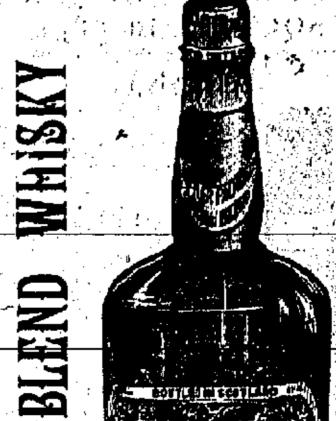
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SIH

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDOCHINA STEAM NAVIGATION Co.'s fortnightly Bervice hence to Calcutta. Sailings from COAL DEPARTMENT CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars,

DODWELL & CO., LIMITED. General Agents for China and Japan. Hongkong, 4th August, 1898.



PEGIA SHIPPERS

Gutler, Palmer & Go., London. **AGENTS** 

HONGKONG.

TITSU BISHI GOSHI KWAISHA. (MITSU BISHI CO.)

SOLE PROPRIETORS of TAKASIMA. OCHI, MUTABE, HOJO, NAMAZUTA, SAYO, SHINNEW and KAMIYAMADA, Collieries.

SOLE AGENTS FOR KISHIDAKE, MIYAO and KIGYO KOMATSU Coals.

HEAD OFFICE:-MARUNOUCHI, TOKYO.

BRANCH OFFICES :- NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW. Cable addresses for above, "IWASAKI" Codes, AI, ABC 5th Ed., Western Union.

AGENCIES :--YOKOHAMA: M. Asada, Esq. CHINKIANG: Messrs. GEARING &-Co. MANILA: Mesers. MACONDRAY & Co. For Particulars apply to H. OISHI, Manager,

No. 2. Pedder, Street, Hongkong. Hongkong, 9th January, 1909.

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR 日歷英中年十五

FROM 1ST JANUARY, 1864 TO 31ST DECEMBER 1913, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE

76TH CYCLE. PRICE \$2 CASH. On Sale at the "HONGRONG DAILY PRESS"

Office, or Agents in all the Ports of the Far East. The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

#### POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Houte to EUROPE.

Approximate times of closing mails at Shanghai via Dalny and Siberia. 3rd July ... at 8,30/p.m.

The Kleist, with the German mail of the 2nd instant, left Singapore on Friday, the 25th inst., at 10 a.m. and may be expected here to morrow, at 4 p.m.

Te-	(1	
Macso	Sui Tai	Monday, 28th
Ningpo and Shanghai		Monday, 28th Tuesday, 28th
Swatow, Amoy and Tamsui	Daijin Maru	
Singapore, Penang and Colombo	E. F. Ferdinand	Tuesday, 29th
		Tuesday, 29th
		Printed Matte
Kureung, Shanghai, Nagabaki, Kobe, 1		Dien
YOKKAICHI, SHIMIDEU, YOKOHAMA,	's <sub>i</sub> ,	Registration
- Honorung and San Francisco		(Registration
-upplementary mail on toard up to th) }	Korea	fee of 10 o
'ime fixed for departure of the uni		10.45 A.M.)
	1 \	1 — ' • '

Towns Trusts go I fl sants SIBERIAN MAIL TO EUROPE ...... No late fee 29th, 1.60 P.M Swatow, Amoy and Foothow ...... 29th, 1.15 P.B Tuesday, 29th, 2.00 P.M. Tuesday, Taming Manila, ..... 2.00 P.M. 3.00 P. 29th, Singapore Penang and Calcutta ............ Arratoon Apear ... 291Ь, Batavia, Samarang and Sourabaya Shantung..... Tuesday, Hirano Maru .... Tuesday, Singapore, Penang, and Colombo ......

EUROPE, &c., India via Tatiocrin...... (Late Letters 11,00 to 11,30 A.M. Extra Lucture posted in all the Pillar Boxes in time for the first electrones will be incinded in tur- contract mail.) ......

P. R. Luitpold

er, and Sam . 10.00 A.M .. 10.00 A.M on, with late cents, up to Kowloo B.O. ............ 10.00 A.M Lat ars ...... 11.00 A.W.

1.15 P.M.

5.00 P.M.

: 9.00 a.m.

10.00 AM.

29th, 5.00 P.M Wednesday, 80th, Printed Matter and Sam-Registration ... 10.00 A.F. (Registration, with lat fee of 10 sents, up 10.45 . M. Registration, Kowloo B.O. ..... 10.00 A.B. No late fee.

Let'e. ..... 11.00 A.F.

# THE TRADE MARK OF QUALITY THE BANKS OF THE NILE DENOTING the perfect qualities of Messrs. Maspero Frères Bouton Rouge

THE ACME OF EGYPTIAN CIGARETTE PERFECTION.

They are social, soothing, blest, they have fragrance, force and

IN 50'S & 100'S HERMETICALLY SEALED BOXES. FROM ALL TOBACCONISTS.

314-6

are recognised by all. Made of the finest selected Turkish Tobacco under ideal conditions in Cairo, they can now be purchased of all high-class Tobacconists. The price is as remarkable as the quality.

and Felucca

Egyptian Cigarettes

A LUXURY TO THE MAN OF TASTE.

Sole Agents: British-American Tobacco Co., Hong Kong.

#### CLARET VALUE OF

As a Health giving daily beverage has often been INSISTED UPON BY THE MEDICAL PROFESSION.

> Dr. King Chambers, the well-known authority on diet, has pronounced the verdict that "As a regular beverage for healthy persons there is no wine on the English Market equal to Claret,"

Therefore every lover of Claret should see that they get the right wine, and we confidently recommend to our Customers and the public our

# SUPERIOR ST. JULIEN

PER DOZEN PINTS ... \$ 6.50

QUARTS .... \$11.00

Samples on Application to

# H. RUTTONJEE & SON.

TO-DAY. THE AMERICAN MAIL. Sale, Valuable Household Furniture, No. 1, The Albany, Hughes & Hugh, 2 p.m.
Sale, Crown Land, Public Works Dept. 3 p.m. to arrive at Hongkong on 30th inst.

# COMMERCIAL.

EXCHANGE CLOSING QUOTATIONS.

On London:-Telegraphic Transfer ......1/93 Bank Bills, at 30 days' sight .....1/93 Bank Bills, at 4 months' sight ...1/97 Documentary Bills 4 months sight 1/9-16 ON PARIS:-Bank Bills, on demand ......2232 Credits, at 4 months' sight ...... 2272 ON GERMANY:-ON NEW YORK :-Bank Bills, on demand ..........433 Credits, at 60 days' sight ......443 On Bombay:-ON CALCUTTA:--ON SHANGHAI:-ON YOKOHAMA: On demand .......863 On Manila:—On demand—Pesos—87 ON SINGAPORE :- On demand .......75% ON BATAVIA :- On demand On Haiphong: -On demand ON BANGKOK:—On demand...........843

GOLD LEAF. 100 fine, per tael .......\$58.20 SUBSIDIARY COINS.

..20 cents pieces.....\$8.18 discount Chinese .....10 .....\$7.60 Hongkong ...20 .....\$7.80 Hongkong ...10

Sovereigns, Bank's Buying Rate ...\$11.15

June 26th. Quotatione are: -... \$1,140/1,160 per picul. ... 81,170/1,200 Malwa Older ... ... \$1,210/1,250 ... \$1,260/1,320 Malwa V. Old Persian fine quality ... \$1,050/1.100 Persian extra fine... ... \$900/1,000 Patns Old Benares Old ...

## VESSELS EXPECTED.

THE GERMAN MAIL.

The I.G.M. str. Kleist carrying the German Mails with dates from Berlin of the 2nd inst.. left Singapore on Friday, the 25th inst. at 10 a.m., and may be expected here to-morrow at 4 թ.m.

THE INDIAN MAIL. The Indo-China str. Namsang from Calcutta and the Straits left Singapore for this port on 23rd inst. The Indo-China str. Laisang left Calcutta

SOLE AGENTS IN HONGKONG: LANE, CRAWFORD & Co., for this port via the Straits on 19th inst., and and from ALL WINE MERCHANTS. [5] may be expected here on or about the 5th proz.

# The T.K.K. str. Nippon Maru sailed from Yokohams on the 20th instant, and is due

THE CANADIAN MAIL. The C.P.R. str. Montéagle left Vancouver a.m. on the 13th inst. for Hongkong via the usual ports of call.

THE AUSTRALIAN MAIL. The N.Y.K. str. Yawata Maru (Australian Line) left Thursday Island for this port via Manila on the 24th inst., and is expected here on the 5th prox. The C.N. Co. str. Taiyuan left Sydney on

the 19th inst., and is due here on the 14th prox. MERCHANT STEAMERS. The C.N. Co.'s str. Chinhua left Shanghai on the 24th inst., and is due here to day. The C.N. Co. 8 str. Yochow left Moji on the 23rd inst., and is due here to-day. The N.Y.K. str. Hirano Maru (European

Line) left Shaughai for this port on the 25th instant, and is expected here to-day. The N.Y.K. str. Takasaki Maru (Bombay Line) left Kobe for this port via Moji on the 21st inst., and is expected here to-morrow. The Bank Line str. Gymeric' sailed from Yokohama for Hongkong via Kobe, Moji and Manila on the 5th instant. The Mexican & Oriental S.S. Line Ltd.'s str. Erroll sailed from Saline Cruz on the 24th

ult. for Japan and Hongkong. The Bank Line Ld.'s str. Kumeric left Kobe on the 24th inst. for Hongkong via Manila. The P. & O. str. Sardinia left Singapore for this port on the 25th instant at 8 a.m., and is Robinson Piano Co., Limited ...... due here on the 30th instant at about 4 a.m. The H.-A. Linie str. Slavonia left Singapore

on the 24th instant p.m., and may be expected here on or about the 30th inst. The N.Y.K. str. Totomi Maru (Bombay Line) left Singapore for this port on the 24th instant, and is expected here on the 30th inst.

**JOHNSTONE'S** NAPIER. "SQUARE BOTTLE WHISKY.

> UNVARIED FOR 150 YEARS.

1745 BEWARE OF WHISKIES Soldunder Similar Names.

THE SAME TO-DAY

AS IN

Known in Hongkong for

Half a Century.

CLOSING QUOTA NO. OF STOCKS. VALUE. PAID UP TIONS CASH. SHARES. BANKS.— \$1,000, sales \$125 Hunghong & Shanghai Bank Corporation 120,000 National Bank of China, Limited ..... £6 851, buyers 12/6 \$10}, buyers Bell's Ashestos Eastern Agency, Limited \$143, sellers. China Bonneo Company, Limited ...... China Light and Power Company, Limited. China Prevident, Loan & Mortgage Co., Ld... COTTON MILLS.-

SHARE LIST.—QUOTATIONS.

(Hongkong, June 26th, 1909.

\$7, sellers . \$10 | \$9.60, buyers Tls. 50 Tls. 1261. Tls. 50 Ewo Cotton Spin'g. & Weaving Co., Ld. \$10 384, Bellera Hongkang Cotton Spinning Co., Ld..... International Cotton Manufing Co., Ld. Tis. 75 Tis. 75 Tis. 89. Tis. 100 Tis. 100 Tis. 108. Laou-Kang-Mow C. Spin & Weav. Co., Ld Soy Chee Cotton Spinning Co., Limited Tla. 500 Tla. 500 Tra. 370. 85 \$162, bayers Dairy Farm Company, Limited ..... DOCKS AND WHARVES --all \$55, Buyers \$50 \$50 \$63 Tls. 100 Tls. 100 60,000 5**0,000** H'kong & Kowloon Wharf & G. Co., Ld. Hongkong and Whampon Dock Co., Ld. New Amoy Dock Co., Limited Shanghai Dock and Engineering Co., Ld \$63, buyers

55,7Q0

7,000

20,000

24,000

10,000

12,000

50,000 150,000

30,000 20,000 80,000

60,000

2,000,000 10,000 10,000

1,200 15,000

10,000

90,000

\$25 \$10

\$100 \$83.33 \$250

Tls. 50

Fca. 250

\$100 \$100

**\$50** 

Tis. 100 Tis. 79.

Tls. 100 | Lis. 161.

\$10 | \$9.

\$25 \$11, sellers

all \$210, buyers

\$68 (old), sales

\$38, bayers

\$155, seilers

\$10 . \$20, buyers

325.

¥60 | ;215.

Tls. 50

850 | \$195, sellers

\$20 | olll, buyers

325 385t, Luyers

8100 | \$108, sellers

**330.** 

. **ა**46.

\$94, buyers

\$625, buyers

\$13½, buyers

big, buyers

515, seniera

\$135, sal. & buy.

\$45, sellers

\$22, sellers

310 to, sellers

\$50 , \$50, sellers

\$25 | \$11, sellers

\$15 | \$33, buyers

, 526.

\$25 | \$24, sedlers

\$5 \$52, bayers

\$7 ¥4, sellers

\$10 | \$34, sellers

810 | \$8.70, sellers

\$100 | \$150, buyers

\$9, sellers

Ты. 120.

\$345, buyers

£5 Tim. 106, puyers

Shanghai and Hongkew Wharf Co., Ld.. Fenwick & Co., Limited ..... Green Island Cement Co., Limited ..... Hongkong and China Gas Co., Limited ...... Hongkong Electric Co., Limited ...... Hongkong Hotel Company, Limited ...... Hongkong Ice Company, Limited ..... Hongkong Rope Manufacturing Co., Limited

INSURANCES .--Canton Insurance Office Co., Limited China Fire Insurance Co., Limited ... China Traders Insurance Co., Limited ... Hongkong Fire Insurance Co., Limited North-China Insurance Co., Limited ... Union Insurance Society, Limited Yangtsze Insurance Association, Limited

LANDS AND BUILDINGS .-Hongkong Land Invest. Agency Co., Ld. Humphreys' Estate and Finance Co., Ld. Kowloon Land and Building Co., Ld. ... Shanghai Land Investment Co., Limited West Point Building Co., Limited .....

Société Française des Charb'ges du Tonkin Raub Australian Gold Mining Co., Ld. Peak Tramways Co., Limited...... Philippine Co., Limited Refineries.— China Sugar Refining Co., Limited ..... Luzon Sugar Refining Co., Limited ..... STEAMSHIP COMPANIES.— China and Manila Steamship Co., Ld ... Douglas Steamship Co., Limited ...... Hongkong, Canton & Macso S.B. Co., Ld. Indo-China Steam Navigation Co., Ld.

Shell Transport & Trading Co., Limited... Star Ferry Company, Limited ....... South China Morning Post, Limited ..... Steam Laundry Company, Limited ...... STORES AND DISPENSARIES .-Campbell, Moore & Co., Limited ...... Wm. Powell, Limited ..... Watkins, Limited .....

A. S. Watson & Co., Limited.

Weissmann, Limited.....

United Asbestos Oriental Agency, Limited -\$10 | ₹300. 100 fderg Union Waterboat Co., Limited ...... Quotation. Value, Interest. Amount. Tls. 250 | 7 % p. annum | Par. Tls. 767,200 Chinese Imperial 1886

5th - Indarshama, Prometheus Sardinia, Slavonia, Carnarvonshire. Silesia. 9th-Yeddo, Benlarig. 12th-Jason, Tamba Maru. 16th-Bendoran, Andalusia, Caledonien. 19th - Suria. 23rd - Bencleuch, Oceanien, Monmouthshire, Carmarthenshire, Kintuck, Stentor, Longships, Peking. 26th-Achilles.

STEAMERS PASSED THE CANAL.

Ernest Simons, Iyo Maru, Inaba Maru, Prinz Eitel Friedrich, Pera, Prinz Ludwig. ARRIVALS AT HOME.

June 25th-Austria, Dacre Castle.

Loans.

VERNON & SMYTH, Share-Brokers. HONGKONG METEGROLOGICAL. REGISTER.

Hongkong Observatory, June 27th. Previous Day On Date at On Date at 4 p.m. 10 a.m. at 4 p.m. Sarometer ..... 29.75 29.75 29,08 85 Temperature ... Rumidity ..... 77 Wind Direction SW. SSW Force ... Weather ..... Pain .....

Highest open air Temperature on 26th.....86 Lowest open air Temperature on 26th, ..... 74

# VISITORS AT HOTELS.

Honesone Horst Mr. P. R. Adams Mr. & Mra. F. F. Lewis Mrs F. A. Branagan and child Mrs. B. C. H. Brock & Mrs. J. Lind Miss J.Lind

Mr. C. M. Lorje Mies A. G. Brock Mr. D. Macdonald Mr. H. G. Brock Mr. and Mrs. W. C. General Machado Capt. F. Marquez Bunner Miss D. Burdett Dr. O. Marriott Mr. F. D. Cheshire Mise K. A. Massey Mr. D. Cinatte Mr. G. C. McIntosi Mr. J. E. Menagh Mr. D. B. Clark Mr. C.BerkeleyMitchell Mr. & Mrs. C. J. Colo Mr. H. L. Condon Mr. H. J. Morse Mr. E. W. Day Mr. J. D. Mulder

Mr. A. V. Fensch Miss M. Von Nessen Mr. S. Fischer Capt. C. Norton Mr. and Mrs. C. C. Mr. Denman Fuller Osborno Mr. J. Gell Miss M. R. Gibson Miss C. Phinney. Mirs E. H. Gill Mr. L. E. Pinkham Miss V. H. Gill Capt. F. Rafen Hon. Mr. E. A. Hewett Mr. S. H. Ray Mr. L. T. Ruprecht Mr. T. P. levers Mrs. Scaton Mr. A. I. Sking

Capt. R. Innes Mr. C. I. Johnson Mr. & Mrs. A. F. Jones Susgeon and Mrs. A. D. Spalding, a.N.
Le. J. Spittles Miss G. Jones Miss L. Jones Mr. O. C. Kench Mr. W. T. Stebbing Mr. C. W. Kerridge Mr. J. A. Bullivan Mr. P. M. Swife Mr. W. B. Knight Mr. E. F. West Mr. & Mrs. W. D. Kraft Mr. R. A. Willen Miss Kraft

Mr. S. Ochi

Mr. B. L. Packer

Passmore

Mr. J. H. Pearson

Dr. Pfluecker

Dr. Schultz

Mr. E. E. Smith

Mr. E. A. Smith

Miss A. Square

Miss K. Fachse

Mr. B. Webb

· Wennink

Mr. J. McConmack

Mr. W. Pringle, jr.

Mr. Joh, Meyer

Mr. Wm. beid

Mr. E. Stoeck

Mr. R. Taylor

M . J. Weir

Mr. S. Wu'ff

Mr. A. Uschmann

Central Victoria, Hongkong; London Office, 131, Flest Street, E.C.

Mr. S. P. Warbrook

Mr. and Mrs. B. A.

Mr. W. Arphold Zede-

Miss Taynton

Capt. and Mrs. W. C.

Mr.&Mrs. S. Silverstone

Mr. & Mrs. Thompson

Miss H. M. Thompson

Mr. George Thornton

Mr. W. S. Young Mr. S. Akiyama Mr. J. P. Baster Mr. & Mrs. Bardett Mr. H. J. Conroy Mr. G. H. Corse, jr. Dr. Eyl Mr. L. A. Goldemith. Dr. Gtimm: Mr A. N. Kemp Mr. K Kopagai Mrs. F. Kuchn

Mr. Thos. W. Kydd Mis. E. Lowrence Mr. A. R. Luckie Mr. H. N. Mody Dr. T. Müller Mr. B. Nagamatsu

Mr. Al. Tigges Mr. Walker Kingsolben PRIVATE HOTEL. Mrs. Hagen Mr. E. Arndt Mr. & Mrs. Jac., D. Mr. Harrison Anld & children år. H. R. Hunt Mr. A. Austin Mr. & Mrs. A. Kohler Mr. L. V. Kengstell wr. E. W. Banckham Mr. & Mrs. Macdonald Mr. R. S. Morrison Mr. Hans-Popper Mr. P. C. Potts

Madazie Beandown Dr. Black Mr. & Mrs. Broderson Mr. F. K. Browneigg Mr. H. Bulmer Mrs. Butcher Mr. J. D. Butcher Capt. C H, D. St. Clair. Dr. & Mrs. F. Clark

Miss Bilds Clark Mr. Crmexshank. Mr. P. Sydanham Dixon OBJECTAL HOTEL.

Mr. F. T. Chapple Mr. P. Currie Mr. Paul Ewest Mr. P. C. Fenwick Mrs. Gaertner & shild Mr. W. F Gray Mr. N. McD. Howis Dr. F. Keyt Mr. Lennor Mr. R. A. Lowry

Kowtoon Hotel. Mr. C. F. Coke Mr. E. Reinhardt Mr. J. J. Sibbett Mr. A. Fiorer zin Mrs. W. B. Simpson Mr. J. B. Gardner Mr. R. Treste Mr. E. A. Irving Dr. F. Wertheimer Mr. E. Pond

> HONGKONG TIDE TABLE. From June 28th to July 4th, 1909.

HIM WATER. LOW WATER. Hongkong Height. Hongkeng Height b, m. ft. in. 0 26 s 8 2 11 44 s 2 6 n. m. | |ft. |n. 541 a | 4 % Tuos. 29 m 6 14 1 12 a 2 80 0 18 2 1 55 a 1 Wod. m 050 2 Thurs 1 22 2

### SHIPPING IN PORT.

STEAMERS.

Annui, British str., 1,350, J. Meathrel, 9th June Shanghai 6th June, General-Butterfield & Swire.

ARRATOON APCAR, British str., 2,931, A. Stewart, 21st June-Moji 16th June, Coal and General-David Sassoon & Co. Bennour, British str., 1,935, J. Henderson,

20th June-Moji 14th June, Coal-Gibb. Livingston & Co. CLARA JEBSEN, Ger. str., 1,103, J. Bendixen, 19th June-Wakamatsu 13th June, Coal-Jebsen & Co.

Cambridge, British str., 2,053, Bainbridge, 19th June-New York 24th April and Sabang 6th June, Kerosine-Standard Oil Co. CHANGCHOW, British str., 1,202, A. Partridge, 24th June—Chinwangtao 18th June, Coal—Butterfield & Swire.

DERWENT, British str., 1,562, J. Jenkins, 22nd June-Saigon 18th June, Rice-Man DEVANONGSE, Ger. str., 1,057, Fr. Rehwaldt,

15th June-Bangkek 6th June, General-Butterfield & Swire. Drufar, Norwegian str., 1,102, J. Bing, 21st June-Swatow 20th June-Hamburg-

Amerika Linie. E. F. FERDINAND, Austrian str., 3,843, E. Nitsche, 25th June-Kobe and Shanghai 25th June, General-Sander, Wielder &

EMPRESS OF CHINA, British str., 3.046, W, Dawson, R.N.R., 24th June-Vancouver 3rd June, General—C. P. R. Co. FREYA, Norwegian str., 710, C. S. Christensen, 25th June-Bangkok 18th June, Rice-

FRITHJOF, Norwegian str., 892 O. Andersen, 20th June-Wuhu 15th June, Rice-Asgaard Thoresen & Co.

FRI, Norwegian str., 860, C. Wagle, 24th June,
—Haiphong 17th and Holhow 22nd June,
General—A. Thoresen & Co.

GERMANIA, German str., 1,000, H. Flugel, 17th June—Sydney 27th April, Copra— Siemsson & Co. GLENOGLE, British str., 2,399, W. H. Padder, 19th June-Amoy 18th June, General-

Chinese. HANGCHOW, British str. 999. Mawley, 17th
June-Chinkiang 11th June, GeneralButterfield & Swire. HOPSANG, British str., 1,359, Jas. M. Hay, 22nd June-Java 14th June, Sugar-Jardine, Matheson & Co.

Huichow, British str., 1,217, E. Forsyth, 25th June Swatow 24th June, General— Butterfield & Swire. ICHANG, British str., 1,228, Tuebben, 25th June -Chefco, General - Butterfield & Swire.

ITSUKUSHIMA MARU, Japanese str., 3,882, S. Katori, 24th June—Moji 17th June, Coal —Dodwell & Co. KAIBURU MARU, Japanece str., 1,903, Suda,

22nd June-Moji 17th June, Coal-Mitsu Bishi Goshi Kaisha. Kohsichang, German str., 1,292, C. Rosiefsky, 23rd June—Bangkok 15th June, Rice— Butterfield & Swire.

Korea, American str., 5,651, S. Sandberg, 21st June—San Francisco via Ports 21st May, Mails and General-P. M. S. S. Co. Kwangler, Chinese str., 1,065, Froberg, 21st June—Shanghai 17th June, General— C. M. S. N. Co.

Kwances, British str., 1,205, Hards, 8th June
WALhaiswei 2nd June, Salt and General
Butterfield & Swire Kwanotah, Chinese str., 1536, W. H. Lunt, 25th June—Shanghal 22nd June, General —C. M. S. N. Co.

LAERTES, British str., 1,140, Frampton, 22nd June-Saigon 18th June, Rice-Wo Fat LIGHTRING, British str., 1,625, A. E. Gentles, 22nd June—Singapore 16th June, General—David Sassoon & Co.

MANSHU MARU, Japanese str., 3,254, T. Chiba, 25th June-Moji 19th June, Coal-Toyo Kasen Kaisha.

MARIE KING, Russian str., 2,474, E. Stringer, 25th June-Chinwangtao 18th June, Coal -C. M. & Eng. Co. NEUMANTIA, German str., 4,384, Fledtman, 14th June-Moji 8th June, Coal-Ham-

burg-Amerika Linie. NIPPON, Swedish str., 4,016, C. A. Paulson, 23rd June-Yokohama, Kobe and Moji 18th June, General-Melchers & Co.

Samsen, German str., 998, Pedersen, 22nd June-Bangkok 12th June, Rice-Butterfield & Swire. SPIR, Norwegian str., 870, W. Horn, 24th June-Wuhu 16th June, Rice-Auguard,

Thorsen & Co. SUIMOW, German str., 1,887, E. Anders, 20th June Borneo 15th June, Timber -Hamburg-Amerika Linie. SUMATRA, German str., 520, C. Waneo, 22nd May-New Guinea 30th April, General-

Melchers & Co. TACOMA MARU, Japanese steamer, 3,830, H. Yamamato, 18th June-Kobe 10th and Moji 14th June, Matches and General -Osaka Shosen Kaisl.a.

TAIWAN, British str., 1,042, Everett, 22nd June -Chefoo 17th June, General-Wing Shing & Co. TAMING, British str., 1,343, Sommerville, 25th June - Manila 22nd June, General -Butterfield & Swire.

TANGO MARU, Japanese str., 4,627, S. Ishikawa, 22nd June-Seattle and Shanghai 19th June General Nippon Yuson Kaisha. WELSH PRINCE, British str., 3,200, Shepherd, 24th June-New York 8th May, General-Arnhold, Karberg & Co.

SAILING VESSEIS. ALCIDES, 4-Mast barque, 2,968, L. Smith, 1st May-Kobe 23rd April, General-Standard

> PASSENGEES. ARRIVED.

Per Daijin Maru, from Swatow, Mr Bedford. Per Haimun, from Swatow, Miss Burke and Mr V. Wok. Per Sungkiang, from Iloilo, Messrs S. Moreno and O. Osmund.

Per Devanha, from Shanghai, for Hongkong. Miss Toynton, Capt Rafer, Messrs A. Nicoll, D. McNeil and Reviere; for Singapore, Messrs Young and servant, Hecken, Baumgarten Smith and Allen: for Bombay, Miss Campbell's servant; from Yokohama, for London, Miss

Gardener. Per Eastern, from Australian ports, &c., Mr and Mrs M. V. Hesten. Mr and Mrs S. N. Alley, Dr. and Mrs G. McKay, Mrs and Miss Macke, Mrs F. Allen, Mrs M. Strong, Mrs Wolhin, Dr. H. K. Fry, Messrs J. B. Suttor, G. W. Peyton, B. H. Macke, F. West, P. N. Alley, L. A. da Silva, G. R. di Caralho, G. E.

Hocking and Angus McKenzie. Per Rubi, for Manila, Lt. and Mrs C. W. Mason, Messrs G. Tuason, P. Tuason, L. Dyson, D. W. Deshler, A. J. Tsrael, C. Hayes,

F. H. Clably and J. B. Bolden. Printed and Published by BRATRAM A. HALE for the Concerned at 10A. Des Voux Road